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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/3 7/16.



Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician
13, Queen's Road Central.

No. 27,608

HONG KONG, THURSDAY, OCTOBER 2, 1930.

PRICE \$3.00 Per Month.

INCREASE IN RATES IN COLONY.

\$1,415,000 More for Assessment.

AMUSEMENT TAX.

The Colonial Treasurer's memorandum on the estimates of revenue for 1931 states that these will reach a total of \$27,488,759, an increase of \$4,775,839 over the approved estimates for 1930, an increase of \$3,422,759 over the Revised Estimate for the same year and an increase of \$3,934,284 over the Actual Revenue of 1929.

In anticipation of the increase of 4 per cent. on the Rates, Revenue under the head Assessed Taxes is expected to yield \$5,685,000 or approximately \$1,415,000 more than the Approved Estimate for the current year.

It is estimated that a sum of \$300,000 will be paid into Revenue in respect of the proposed new Amusement Taxes.

A slight adjustment in school fees should yield an additional \$19,000. Under the former schedule it was estimated that Revenue derived from Public School Fees in 1931 would reach \$195,000 but with the adjustment now proposed the revised estimate for 1931 is \$214,000.

An additional \$320,740 is expected on account of the increase of Light Dues, while increases in the fees for use of Government Buoys, Sunday Cargo Working Permits and other Revenue collected through the Harbour Office is expected to yield an additional \$144,832. Revenue from Land Sales for the years 1928, 1929 and 1930 has exceeded 1½ million dollars each year. It is proposed, therefore, to estimate the Revenue under this head for the year 1931 at 1½ million.

It is estimated that amendments in the case of certain fees in the Stamp Ordinance raising receipt and cheque duty to 10 cents and bills of lading to 40 cents together with the revision of the Estate Duties Ordinance, whereby the maximum percentage is raised from 8 per cent. to 12 per cent. should increase the revenue for Stamp Duties by approximately \$473,000.

For the year 1931 Revenue derivable under head "Post Office" is estimated at \$1,360,000 which is an increase of \$390,000 over the Approved Estimate for 1930 and \$120,000 over the Revised Estimate for the same year. The increase is due to the revision in postage rates.

WINE SEIZURE.

LICENSEE WHO FAILED TO APPEAR.

UNUSUAL CASE.

Mr. H. A. Taylor, acting Superintendent of Imports and Exports, to-day made an application before Mr. R. E. Lindsay for the confiscation of 160 gallons of dutiable Chinese spirit which was seized in a Chinese wine and spirit retail shop at 141, Third Street, West Point.

Giving evidence, Mr. Taylor said that he entered the shop at about 11 a.m., on September 24 together with his Chinese interpreter. The place was opened for business, but he could find no one in charge of the place. After an inspection he found a Chinese at the back. He was obviously sick and unable to stand, and claimed to be the cook of the establishment. This man obtained witness's permission to go to the following Monday to leave and go to the country.

Since the discovery of the dutiable wine witness had placed two Chinese Revenue Officers to guard the premises night and day and had placed a notice of seizure on the door, but up to the present no one had come forward to claim the spirit.

Magistrate. The licensee has not been to the place. No one connected with the shop appeared. No one on September 24, the telephone company applied to me for permission to remove the telephone, and did so the same day. The cook gave no explanation for the absence of the licensee.

MR. SIMPSON WOUNDED

ATTACK BY CHINESE GUNMEN.

POLITICAL PLOT?

JOURNALIST SHOT IN THE SPINE.

Tientsin, Yesterday.

Mr. Lenox Simpson, otherwise "Putnam Weale," the well-known journalist, was shot and seriously injured this evening by three Chinese, who are alleged to have spoken the Fengtien dialect. They drove up to Mr. Simpson's residence and presented a fictitious card, asking to interview Mr. Simpson. He was escorting them to his study, when a gunman drew his pistol and fired twice, one bullet penetrating the spinal column, and the second missing. The gunmen escaped unmolested by the car in which they arrived.

CHINA COMPLAINS.

League of Nations "Too European."

Geneva, Yesterday.

A local Swiss paper publishes a statement from the Kuomintang delegation in Europe, bitterly complaining of the "European character" of the League of Nations, and the failure of China to obtain re-election and a non-permanent seat on the Council, which "induces the Chinese and people to examine the utility of continuing its efforts in that direction with a view to compelling the work of peace, or whether to proceed differently." — Reuter.

Mr. Bertrand Lenox Simpson, better known to the reading public under his journalistic pseudonym of Putnam Weale, was recently appointed as Commissioner of Customs in Tientsin by the Northern faction in succession to Colonel Hayley Bell. His appointment, as a Briton, evoked considerable criticism and was the subject of a debate in the House of Commons, the British Government denying that he was acting as their representative or in any way other than in his capacity as a private individual. The son of the late Mr. Charles Lenox Simpson, Senior Commissioner of Chinese Customs, he was born in 1877, and was educated at Brighton College. Originally he studied for the Army, but left school and visited the Continent on an educational tour. His maternal grandfather was Mr. John Weale, the author and publisher of London, who married a granddaughter of the American Revolutionary General Israel Putnam, hence the pseudonym. Mr. Simpson joined the Chinese Customs Service in 1896 and went through the siege of the Peking Legations in 1900, for which he was mentioned in Despatches and received a medal and clasp. He was detached for special service to the British Expeditionary Force as Brigade Interpreter. He resigned from the Customs in 1901. He was a prolific author, most of his books being of a very challenging nature. His best-known works are "China's Crucifixion," "The Truth About China and Japan," "Why China Sees Red," "The Reshaping of the Far East," "The Coming Struggle in Eastern Asia," "The Unknown God," "The Revolt," and "The Conflict of Colour." His sympathies were definitely with the anti-Chinese

WEI-HAI-WEI'S FATE.

Last of the British Regime.

CHINESE FLAG UP ALONE.

Wei-hai-wei, Yesterday.

Wei-hai-wei presented a gay spectacle this morning on the occasion of the rendition.

All the British warships — the Kent, Cumberland, Cornwall, Sandwich, Petersfield, Bridge-water, Thracian, Stormcloud, Somme, Odin, Osiris, Oswald, Otus and Medway — were dressed, flying the Chinese national flag at the main.

The Chinese men-of-war the Ching Hai and Hai Hsing, which arrived early in the morning, were also, beflagged. Liukungtao had a holiday appearance, flags being blustered and chilly, with occasional showers, but this did not dampen the ardour of the huge crowds, who were out early in order to secure vantage points from which to view the proceedings.

Naval parties from H.M.S. Kent and Cumberland landed and took up positions allotted them in connection with the ceremony, which commenced promptly at half past ten, with the landing at Port Edward Pier of Mr. Wang Chia-cheng, the Vice-Minister for Foreign Affairs, specially appointed by the National Government to take over the administration.

To the accompaniment of the booming of a salute of fifteen guns, Mr. Wang was received by Sir R. F. Johnston, Admiral Sir A. K. Waistell, and senior officials. Scholars from five boys' schools and one girls' school in the territory, with six school bands, were also present, and welcomed the Administrator. Innumerable crackers were let off.

Guards of Honour.

The Administrator inspected the naval and military guards of honour, and then the party drove to Government House, where detachments of naval men, Marines, and the Second Battalion of the Argyll and Sutherland Highlanders, presented arms.

After various presentations, Sir R. F. Johnston, Mr. Wang Chia-cheng and Admiral Waistell mounted the platform; and Sir R. F. Johnston read articles 1, 2 and 3 of the Rendition Convention, and Article One of the Naval Agreement, speaking first in English and then in Chinese.

The concluding part of the morning ceremony was ushered in with an order to the troops to present arms, the Chinese national flag being then broken at the flagstaff alongside the Union Jack, and the band struck up the Chinese national anthem while H.M.S. Petersfield and Kent and one of the Chinese warships fired a salute of twenty-one guns.

The two flags will remain flying side by side until sunset, when both will be hauled down simultaneously. To-morrow morning the Chinese flag alone will be hoisted, Wei-hai-wei having once again returned to China.

Farewell to Commissioner.

While the guards of honour and spectators dispersed, all the officials, officers and a number of guests adjourned to Government House, where a reception in the nature of a farewell party to Sir R. F. Johnston was held, followed by toasts to the respective rulers of Britain and China, drunk with musical honours.

Cordial speeches were made, and Sir R. F. Johnston was then driven to the pier, accompanied by Admiral Waistell and Mr. Wang Chia-cheng, where after inspecting the guards of honour, Sir R. F. Johnston embarked on H.M.S. Petersfield at 11.40, while the Kent and the Hai Hsing boomed out a salute of fifteen guns. At noon, the Sandwich, flying the Commissioner's flag, escorted by the Petersfield, left Wei-hai-wei for Shanghai.

Enormous crowds witnessed the ceremonies in spite of heavy showers of rain. — Reuter.

John Hibberd, an electrician, aged 28, of Canton Town, E., was killed by a shock he received while working at an electrical junction box at

OPIUM DIVANS.

MOVE REVENUE FOR THE TREASURY.

THREE KOWLOON CASES.

Three opium cases were mentioned before Mr. H. R. Butters at Kowloon Police Court this morning, the prosecutor in all being Revenue Officer A. W. Grimmitt.

Wong On, of 105 Woosung Street, on a charge of the possession of 1½ taels of prepared opium, failed to appear before his Worship, who ordered his bail of \$150 to be exonerated.

Lok Hong pleaded guilty to being the keeper of a divan at 156 Temple Street, and also to being the possessor of 1.7 taels of opium. He was fined as follows: (a) \$160 or six weeks' jail in default, and (b) \$100 with the alternative of one month's hard labour, both terms to run consecutively. One man who admitted being a smoker at the divan was fined \$2, while two other smokers who absented themselves had their balls of \$3 each exonerated.

The third case was one in which Fuk Kiu pleaded guilty to being the runner of a divan at 76 Lanchow Road and, secondly, to the possession of 1.9 taels of opium. His penalty was similar to the one imposed on Lok Hong. Three smokers were fined \$2 each, while three others who absented themselves from Court had their balls of \$3 each exonerated.

OPIUM TRAFFIC.

NEXT CONFERENCE TO BE HELD IN SIAM.

LONDON TURNED DOWN.

Geneva, Yesterday.

The League Assembly has adopted the Committee's report and the accompanying resolution dealing with the opium traffic. Prince Tarwaidja of Siam extended.

FINE.

The Royal Observatory's weather report to-day, states: The depression to the N.E. of Hong Kong has filled up. The depression to the N.E. of Shanghai has moved to the S.W. of Vladivostok. An anti-cyclone has formed over China.

Forecast:—North winds, fresh; fine.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.76 inches against an average of 76.16 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	76
Macao	78
Pratas Island	81
Manila	77
Foochow	73
Amoy	74
Swatow	74
Chefoo	64
Shanghai	54

ed an invitation to hold the forthcoming conference on opium smoking in Bangkok, instead of London, and said that the Siamese Government would be happy to welcome the conference and support the supplementary expenses, estimated at 150,000 Swiss francs, owing to the change of venue. The invitation evoked applause. — Reuter.

[The fifth committee of the League, in concluding its labours, passed a resolution to the effect that it was gravely concerned about the enormous illicit traffic in narcotics, and was instructing the Secretary General of the League to write to all the Governments' members and non-members of the League to complete their measures for the suppression of such traffic.]

GREEK JAILED.

FRAUD ON A HONG KONG FIRM.

Lausanne, Yesterday.

A Greek merchant named Chriso Jean Carifalis, has been sentenced to two years' imprisonment, and fined a thousand francs and costs. He was accused of selling to a firm in Hong Kong, last year, a consignment of non-existent pulp, also illegal possession of money derived from forged insurance

LONDON OLDEST PRINTER.

Mr. Edward Unwin's 90th Birthday.

A SEVEN-TYPE PROSPECTUS.

"I am a Cockney out and out," Mr. Edward Unwin, of Unwin Brothers, Limited, the doyen of London printers and a leading Congregationalist, told me when I went to see him at Bromley, Kent, to congratulate him on his ninetyeth birthday on August 4, writes an Observer correspondent. For nearly twenty years he has been treasurer of the Federation of Master Printers of Great Britain and Ireland, and he is a past chairman of the London Master Printers' Association.

"I was born in Scots yard, on the site of the present Cannon Street Station," he said. "My father, Jacob Unwin, came from Essex and founded the printing business of which I am still the chairman, at St. Peter's Alley, Cornhill, in 1826. I still have his diary giving a vivid picture of a printer's apprenticeship and of the struggles of a young master printer in London over a century ago. His first prospectus is an example of the flowery style of the printing of the time, for seven different types are used, whereas now we should use only two. But it also contains some beautiful types that have recently been revived. He was one of the first to begin to popularise Caslon type."

Mr. Unwin does not remember his mother, who never recovered from the shock of a terrible fire in 1839 at their home at Bucklebury, in which her two eldest sons, a maid servant, and an apprentice perished. During his boyhood his father and step-mother (who was the mother of Mr. T. Fisher Unwin, the publisher, who married Cobden's daughter) moved to Hackney. Mr. Unwin vividly recalls the three-and-a-half miles' walk each way when he attended a City of London school then in Milk Street.

"One of my early recollections is of a visit to see the first John Williams ship of the London Missionary Society before it left the Thames for the South Seas," he said, "and I should like to go and see John Williams V." before she sails from London next month to continue this work. We went by steam train to Stepney, but from Stepney to Poplar the train was drawn by a rope."

A great deal of Mr. Unwin's boyhood was spent in the country. "A phenologist who had felt my bumps told my father 'Don't tie Ned up in school. Let him get plenty of fresh air and cricket.' I recall often seeing in the country the little chimney boys waving their brushes out of the tops of chimneys."

Mr. Unwin joined his brother George as partner in the family business in 1865. "The firm has not only been associated with much printing for religious bodies, such as the Bible Society and the Religious Tract Society, and was one of the first to print extensively in foreign languages, but it can be said to have had its share in the revolution of Fleet Street. They printed the first wrappers for 'The Bites' and were for many years the printers of the 'Strand Magazine' as well as of some of the first papers of Alfred Harmsworth. They were also the first printers for the London School Board."

"Apart from" his business Mr. Unwin has always devoted himself to the work of the Congregational Churches. He has been a Congregationalist for fifty years, and is now a deacon-emeritus of the Bromley Congregational Church. He was one of the founders and until last year the treasurer of the Blackheath School for the Sons of Missionaries, now Eltham College.

A minister who was making a sea voyage expressed strong disapproval of the language used by the sailors. "It's a very bad custom," agreed the captain; "but when there is real danger our lads cease swearing."

Presently the weather grew very violent and a sailor came into the clergyman's cabin. "It blows fearfully," said the minister. "Are the sailors swearing?" "They are," replied the man. "Heaven be praised

EMPIRE AS A FAMILY.

LINKED BY FEELING OF KINSHIP.

BIG CONFERENCE.

"VITAL AFFECTION WILL KEEP TRADE."

London, Yesterday.

Mr. Ramsay MacDonald, in a broadcast speech to-day, said inter-alia: "The Imperial Conference opened in a splendid spirit. The outlook on the world trade depression may seem disquieting, but on the very magnitude of our problems I build the good hope of overcoming them. We all are suffering from a bad bout of pessimism that must be stopped. Our weakness lies in our psychology, not in our skill, material resources or opportunities. 'The result of the Conference will be a broadening of liberty



Mr. Ramsay MacDonald.

and the Prime Ministers must take away the feeling that there is a kinship and an advantage linking us, not by law or force, but by heart-sworn friendship and a reverence for the finer inheritance of tradition, and achievement in things of the soul and the imagination of a place in history won and kept. Trade will not keep our affections vital, but vital affection will keep our trade ample."

Recognition of Ireland.

During his speech before the Imperial Conference Mr. Patrick McGilligan emphasised that the recognition of the Irish Free State as a free sovereign state transcended all other considerations. He urged the necessity of removing finally the last obstacles to harmonious and easy intercourse.

Mr. G. W. Forbes (New Zealand) said he hoped that the Government would find it possible to divert their attention from status to co-operation.

Mr. James Scullin (Australian Premier) held that it was quite possible to reconcile the complete and effective autonomy of the Dominions with the unity of the British Commonwealth as a whole, but not if we attempt to dot every I and cross every T.

Mr. Bennett (Canada) affirmed his unchanging conviction that no problem is so complex that it cannot be solved if we have faith and confidence in one another.

General J. G. M. Hertzog (South Africa) dilated on the disastrous effects likely to result from the British Government's proposed abolition of preferences, but hoped that the conference would solve the difficulties in a manner consistent with the highest interests of the Commonwealth.

Mr. R. A. Squires (Newfoundland) said that 90 per cent. of the people were of English, Irish, and Scottish blood, and Newfoundland was enthusiastically in favour of inter-empire trade.

Overseas Monument.

Various patriotic societies gave a banquet at the Guildhall, London, to-day, to the delegates to the Imperial Conference.

Prince Arthur of Connaught, presiding, toasted "the Dominions Overseas and India," and mentioned

NEW MOTOR LAWS FOR BRITAIN.

Bad Eyesight and Fits. A Handicap.

STEEL TYRES BANNED.

London, Yesterday.

Extremely defective eyesight or the liability to fits, will bar anyone from obtaining a driving licence under the new Road Traffic Act, part of which will be in operation in December.

Applicants have to make a declaration of fitness and must be able to read a motor car number-plate with or without glasses at 30 yards distance.

Applicants must produce a certificate of insurance against third party risk. Steel tyres will be banned henceforth, and all newly-registered vehicles, except trailers, must run on pneumatic tyres. — Reuter.

ed that an eminent architect, who already achieved notable success in South Africa and India, had been consulted with a view to building a monument in London in the near future, expressing the mutual understanding and helpfulness among the peoples of the British Commonwealth. — Reuter.

Message from the King.

Rugby, Yesterday.

At its opening meeting in London this morning the Imperial Conference, as its first official act, sent a message of greeting to Their Majesties, to which Mr. Ramsay MacDonald, as Chairman of the Conference, later received a reply from H.M. King George expressing the "Sincere thanks of the Queen and himself for the message of loyalty and affection. I am especially touched by its kind allusions to my restoration to health. Realising the all-important questions which will be considered, I shall follow with close attention the progress of your deliberations."

Expressions of loyalty to the Throne also marked the opening speeches of the delegates, who with great cordiality welcome the opportunity of discussing matters of common concern to all members of the British Commonwealth of nations.

Mr. Ramsay MacDonald, after welcoming the delegates, referred to the fact that four of his fellow Prime Ministers were, like himself, attending their first meeting of the Imperial Conference, and paid a tribute to the work done at the 1926 conference by some whom they missed to-day—the late Lord Balfour, whose name would always be associated with the report of the inter-Imperial Relations Committee of that conference; the late Mr. O'Higgins, to whose keen and vigorous intellect the deliberations of the last conference owes much, and Lord Birkenhead, whose death occurred yesterday.

The Main Aspects.

Proceeding to the business of the conference, he said that the agenda broadly dealt with the three main aspects of the problems which were of common concern to them all. The first concerned the relations of members of the British Commonwealth with one another in the political or constitutional field. The general principles were laid down in the report of the inter-Imperial Relations Committee of the Imperial Conference of 1926, in language which commanded universal acceptance.

The change of Government in the United Kingdom since the conference of 1926 had made no difference to their acceptance of those principles.

"We represent here a variety of political opinions, but happily the relations between the members of the British Commonwealth are not, I am glad to think, matters of party politics in this country or in any of Dominions."

It was now their task to consider, upon the basis of their experience how to give practical effect to the declarations of 1926. In order to prepare for the work the existing legal structure of the Commonwealth had to be examined to see what modifications and adaptations were required, to bring it into accord with those declarations. This has been done with care and thoroughness by a

(Continued on Page 2.)

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FOR SALE.—Very attractive dinner set. Complete and in perfect condition. Price most reasonable. Telephone 24820.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

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MISS GERTRUDE TURNER
(National Froebel Higher
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EMBROIDERED
SILK SHAWLS,
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COATS AT,
KASHMIR
SILK STORE.

Opposite Queen's Theatre.
This genuine offer will last
till 4th October 1930.

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by
"ALGIE" BENNETT

An interesting book of
Cartoons depicting
"Happenings" on the
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PRICE \$1.00.

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EXCELSIOR BOOK STORE

and at the Publishers

The Newspaper Enterprise Ltd.

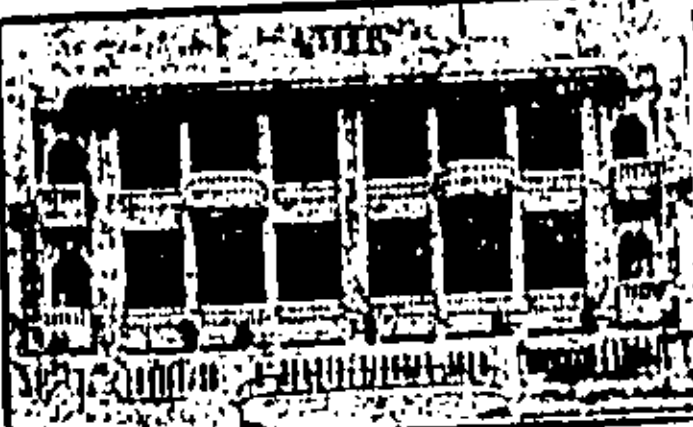
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VICTORIA, BRITISH COLUMBIA
Make this Hotel your headquarters while visiting Victoria, B.C. Ideally situated and within easy access to all the famous Beauty Spots in and around Canada's Island Resort.

The Hotel where personal service makes your stay enjoyable.

RATES MODERATE.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.

(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.

Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

Terms very moderate. Reservations by letter or cable.

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Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

\$1000
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TODAY
enter the

"Why I'd Buy A
PLYMOUTH
Contest"

THE NATIONAL MOTOR CAR CO.
484-486, Queen's Rd., West.
Telephone 25674.

See Page 11 for Details.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Cheong Fat 45 Connaught Road Central, from Brooklyn, N.Y.

Evans, Hong Kong Hotel from Tokyo.

Tong Yung Lee China Commercial Co., China Building, from Shanghai.

Tokuwa, from Hakodate.

Sanwako, from Hakodate.

E. V. JESSEN
Superintendent.
Hong Kong, October 1, 1930.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:

Dr. from Bangkok Sub.

Rev. Samson Ding, from Foochow.

S. LACK
Superintendent.
Hong Kong, September 28, 1930.

GOVERNMENT NOTICES

HONG KONG TECHNICAL
INSTITUTE.

THE INSTITUTE will re-open on TUESDAY, October 7. Entry Forms and copies of Prospectus may be obtained at the Education Department or at the Central British School.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, October 3, 1930,
commencing at 2.30 p.m.
at their Sales Room,
Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
Teak Hatstands, Glass Cabinet,
Chesterfield Couches and Arm-
chairs, Desks, Gramophones and
Records, Pictures, Carpets, Rugs,
Piano, Wardrobe Trunks, Electric
Table Fan, Cloisonne Vases,
Curios, Ornaments, Wall Clock,
etc.

Teak Dining Tables, Dining
Chairs, Sideboards with Bevelled
Mirrors, Dinner Wagon, Ice
Chest, Dinner Crockery, Glass
Ware, Tea Sets, Flower Pots,
Basin, Gas Cooking Ranger,
Screen, Stove, Underwood and
Remington Typewriters, Office
Chair, Baby Pram, Enamelled
Bath, etc.

Teak, Brass and Iron Bedsteads,
Wardrobes with Bevelled Mirrors,
Dressing Tables, Chest of Draw-
ers, Book Case, Avairy, Wash
Stand with Bevelled Mirror, etc.

and

A Quantity of

BLACKWOOD FURNITURE

including:—

Joss Tables, Curio Cabinet, Tea

Pots, Jardinières, Opium Stools,

Chest, Desk, etc.

Also

One 5-Valve Gecophone (old

model),

One 4-Valve Radio Set with

Loudspeaker.

On View from Thursday, Octo-

ber 2, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, September 29, 1930.

THE Undersigned have received

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ON

TUESDAY, October 7, 1930,

commencing at 9.30 a.m.,

(Interval between 12 noon

and 2 p.m.)

at

Royal Army Ordnance Depot,

Queen's Road East

and

Royal Engineers' Yard,

Wellington Barracks.

The following Government Stores:

Ground Sheets, Tentage, Oils,

Brass, Copper, Gunmetal, Wrought

Iron, Steel, Zinc, Blankets, Mos-

quito Netting, Brass Cylinders,

Drums, Khaki Drill Clothing, etc.

Engineer and other Ordnance

Stores.

Catalogues can be obtained from

the Chief Foreman's Office, Ar-

senal Yard, Queen's Road East,

or from the Auctioneer.

TERMS OF SALE:—Cash on

delivery. All faults and errors of

descriptions at purchasers' risk on

the fall of the hammer. All Lots

to be cleared within seven days.

LAMMERT BROS.,

Auctioneers.

Hong Kong, October 1, 1930.

Just Received

Fresh Supply of

Reliable and Tested

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Seeds

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you will be a pleasure and

your commands will have our

best attention.

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P.O. Box No. 664, HONG KONG.

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CHINESE WANTED.

ARRESTED AT LAST IN
MANILA.

MANY FIRMS VICTIMISED.

Manila, Sept. 25.

Co Tio, a local Chinese merchant

long wanted by the police for a

series of swindling schemes

against several Celestials of

Manila fell into the hands of the

police yesterday. Several foreign-

ers are included among Co Tio's

victims.

The many pending charges

against Co Tio will shortly be pro-

secuted by the city fiscal's office.

Co Tio, co-accused with Co

Liong and Co Guan, is charged

with defrauding Wise and Com-

pany, in the sum of P800 in one

case. It appears that the defend-

ants used to maintain a current

account with the Company to pur-

chase merchandise from that firm

on credit. They were unable, how-

ever, to get goods on credit on one

occasion, and in order to further

their credit, they endorsed one

draft for P800 in favour of the

Company.

The draft was later found to be

fictional. The defendants, accord-

ing to the complaint, made it ap-

pear that the draft referred to was

drawn by Tan Chay-lan against

Co Ban-lay and payable to Ong

Sing-kim. After the draft had

been in the hands of the accused,

it was endorsed by them to Wise

and Company, it is alleged,

enabling them to get an extension

of their credit and to secure mer-

chandise valued at P800. This

they later misappropriated to their

own use, it is charged.

In another case, Co Tio, alone,

was charged with defrauding Go

Coly and Company. It is alleged

in the complaint that the accused

bought from this Company mer-

chandise valued at P2,008 and as

part payment for the goods, de-

livered to the Company a draft for

P500 which was later found to be

fictional because it could not be

paid on maturity, according to the

complaint. It was also establish-

ed that the drawers and the party

who accepted the draft were

imaginary persons. After taking

delivery of the merchandise, Co

Tio disappeared from his place of

business and was not seen again

until yesterday, when he was ar-

rested.—Philippine Herald.

BRITAIN'S IDLE.

CRITICAL SURVEY BY ITALIAN

PRESS.

The topic of the day in the Italian

Press is the world-wide growth of

unemployment, and by the side of

high praise of the Fascist schemes

to provide work in the coming

winter are printed black pictures

of the situation in other countries.

The Popolo d'Italia, in a long

reference to the unemployment

crisis in Great Britain, writes:—

"Our thoughts turn to the rapid

measures which our own realist,

Mediterranean, Italian, and Fascist

method would adopt to solve that

crisis: a rural policy, exploitation

of the land still uncultivated, a re-

turn of labour to the countryside,

renewal of mining machinery, a

proper balance between working

hours and wages, large colonial en-

terprises."

After referring to the abortive

efforts of both Conservative and

Labour Governments to solve the

problem, the journal continues:—

"Meanwhile the unhappy state of

affairs grows worse. The mines

are still working with steam plant,

and this in the century of electri-

city. Nearly all machinery, par-

ticularly in the cotton industry, is

of old nineteenth-century pattern.

"The workers, although they

want to do little work and to re-

ceive imperial wages, which the

Continental worker does not lay

claim to, and on Saturdays all

wish to go



LOYD TRIESTINO

FORTNIGHTLY PASSENGERS AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "VENETIA-1"	Oct. 7	Oct. 8
M.V. "HILDA"	Oct. 7	Oct. 8
S.S. "TEVERE"	Oct. 7	Oct. 18

Passenger Steamer with First & Second Class Accommodation due in Italy on the 14th November.
All dates are subject to alteration without notice.
For Freight & Passages apply to:
Queen's Building, DODWELL & CO., LTD.
Tel. 2521.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$35 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

CHICHIRU MARU Thursday, 9th October.
SHINYO MARU Sunday, 19th October.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYO MARU Wednesday, 22nd October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

YASUKUNI MARU Saturday, 4th October at 8 a.m.

HAKONE MARU Saturday, 18th October at 7 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Tuesday, 21st October.

KITANO MARU Tuesday, 18th November.

BOMBAY via Singapore, Penang, & Colombo.

TANGO MARU Saturday, 11th October.

TOTOKI MARU Monday, 27th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARU Saturday, 20th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Saturday, 18th October.

NEW YORK, BOSTON via Panama.

TODA MARU Tuesday, 7th October.

LISBON MARU Friday, 17th October.

LIVERPOOL via Port Said, Stam (Constantinople), Genoa.

LIMA MARU Tuesday, 14th October.

CACTUTTA via Singapore, Penang & Rangoon.

MURORAN MARU Wednesday, 3th October.

RANGOON MARU Wednesday, 20th October.

SHANGHAI, KORE & YOKOHAMA.

WAKASA MARU (Kobe direct) Monday, 6th October.

KITANO MARU (Nagasaki direct) Wednesday, 15th October.

TERUKUNI MARU Thursday, 10th October.

† Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore,

Colombo, Suez, and Port Said.

ALASKA MARU Thursday, 9th October.

MIO DE JANTIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,

Colombo, Durban & Cape Town.

BUENOS AIRES MARU Friday, 3rd October.

SANTOS MARU Friday, 31st October.

PEMBAY—via Singapore & Colombo

HAVRE MARU Saturday, 4th October.

BORNEO MARU Sunday, 10th October.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN-

ZIBAR & MOMBASA—via Singapore & Colombo.

PANAMA MARU Wednesday, 5th November.

CALCUTTA—via Singapore, Penang & Rangoon.

PERMA MARU Friday, 3rd October.

SEATTLE MARU Saturday, 18th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

ARABIA MARU (from Shanghai) Thursday, 2nd October.

MELBOURNE—via Manila, Brisbane & Sydney.

BRISBANE MARU Monday, 8th October.

APRONG—via Hongkong & Fakhel.

NEW YORK—via Japan ports & Panama.

LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND

PHILADELPHIA.

SANYO MARU Saturday, 25th October.

CELEBES MARU Sunday, 5th October.

KOSO MARU Saturday, 11th October.

KEELUNG—via Swatow & Amoy.

HOZAN MARU Sunday, 5th October, Noon.

CANTON MARU Sunday, 12th October, Noon.

TAKAO—via Swatow & Amoy.

TAKAO & KEELUNG.

KOHSO MARU Saturday, 11th October.

For further particulars please apply to:—OSAKA SHIPEN KAISHA

Tel. 28061 M. TAKUCHI, Manager

FIRE DRAMA AT SEA

THRILLING ESCAPE OF TRAWLER CREW

The crew of six of the British motor trawler Ivolvi, of Milford Haven, made dramatic escapes from the vessel after an explosion which set the ship on fire off Dunmore East, Co. Wick, Waterford.

The explosion was caused by a

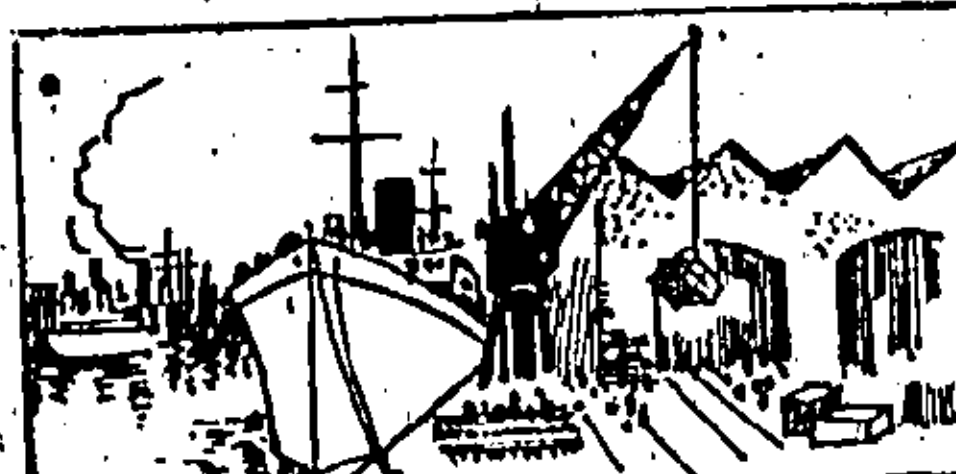
struck the fuel tank. Three members of the crew were trapped in the cabin, but succeeded in climbing out through the deck skylight by piling all the available furniture underneath in order to reach it.

Their comrades on deck, meanwhile, fought vainly against the advancing flames, which quickly enveloped the vessel.

All six took to sea in a small boat, and were picked up hours later by the trawler Emda, also of Milford Haven, and landed safely at Dunmore East.

The Ivolvi remained burning

for four hours before sinking.



Shipping Intelligence

P. I. INTER-ISLAND TRADE.

Trial Trips of New Steamer.

THE MAYON.

On October 27, the new s.s. Mayon of the Philippine Inter-Island Steamship Company will arrive in Manila and will thereupon inaugurate regular service in the inter-island trade. She is an unusually trim craft and of the latest approved design for tropical service. Her dimensions are 340 feet long between perpendiculars, moulded breadth of 50 feet 3 inches, and moulded depth to the Main Deck of 17 feet 9 inches. When loaded to 15 feet, the s.s. Mayon will have a dead weight of 1,500 tons. She has a sea speed of 21 knots and will be maintained on an 18-knot schedule in the inter-island service. Advice just received from the builders, Vickers Armstrong Ltd., Barrow-in-Furness, England, state that the s.s. Mayon has passed her builders' and owners' trial trips in a most satisfactory manner and will sail shortly for Manila via Suez.

The s.s. Mayon is a three island type packet with crew quarters forward, first class passenger accommodations midships, and deck passengers aft. She has accommodation for nearly 100 first class passengers. The accommodations throughout the ship are of the very latest design, and staterooms having private or connecting tub or shower baths and toilet predominate. The staterooms themselves are unusually spacious and are equipped with beds, not berths. Each stateroom is an outside cabin and accommodates two people. Hot and cold running water is a part of the equipment of each room, in addition to call bells, reading lamps, wardrobes, thermos bottles, fans, etcetera. All plumbing equipment is of latest American type.

Another innovation of the s.s. Mayon is the series of single state-rooms to accommodate persons travelling alone and not wishing to share accommodations with another person. These staterooms are certain to be very popular.

Three decks of the s.s. Mayon are devoted to first class passenger accommodations. Under the Bridge Deck is the upper Lounge, a spacious comfortable room extending the full width of the ship with windows facing not only the bow but both port and starboard sides of the ship. The furnishings and equipment of this Lounge are of a quality heretofore unavailable in inter-island travel in the Philippines. On this same deck are the Smoking Room, a Beverage Room, and 12 single staterooms. On the Promenade Deck is the lower Lounge, as elaborate and spacious as the upper Lounge. This may be cleared of furniture for parties and for dances. On this deck is a suite consisting of sitting room, bedroom, and bath. The comfort and luxury of these superior accommodations will be a welcome innovation in the Philippines.

The s.s. Mayon is so constructed as to take advantage of all natural ventilation, a feature that has been badly overlooked in many ships operating in the tropical trade. It is pointed out by the Philippine Inter-Island Steamship Company that operating the s.s. Mayon at an 18-knot speed will prove a most comfortable cooling ventilation system throughout the ship. In addition to this feature, all passengers' quarters and accommodations are constructed of Philippine mahogany and teak. To aid in the coolness and comfort of the vessel, in addition to the accommodations already described, there is an open promenade around the passenger accommodations on this deck. On the main deck of the ship is the Dining Room which will accommodate the entire first class passenger list at one sitting. Passenger accommodations complete the facilities of this deck.

The s.s. Mayon is propelled by twin screws driven by two sets of single reduction geared turbines, of the Parsons type, having 6,000 shaft horsepower. Each set of turbines combines high pressure and low pressure arranged in series. Steam is supplied by four Babcock and Wilcox water tube boilers working under a pressure of 220 pounds per square inch. The fuel used is oil. Because of her turbine engines, the s.s. Mayon will be vibrationless and will add much to the comfort of the passengers. She has been built to the latest specifications of Lloyd's and the American Bureau of Shipbuilding.

The s.s. Mayon will be under

Philippine Registry and will operate

on a weekly schedule from Manila alternately one week to Cebu, Zamboanga, Iloilo, and return to Manila, the next week from Manila to Iloilo, Zamboanga, Cebu and return to Manila.

Without question, the s.s. Mayon will be the finest, fastest, and most luxurious liner in the inter-island trade. Before going into regular service, the ship will be thrown open to public inspection at Manila and at all ports of call.

The most recent announcement of the owners, the Philippine Inter-Island Steamship Company, is the appointment of the Robert Dollar Company as Managing Agents, of which Mr. H. M. Cavender, of Manila, is Resident Agent.

A handsome model of the s.s. Mayon is now on display in the window of Hancock's at Manila and is attracting interested crowds.

THE BRITANNIA.

IN COLLISION WITH LULWORTH AT RYDE.

London, July 31.

At the annual regatta of the Royal Thames Yacht Club on Saturday the King's Cutter Britannia had to retire with a broken bowsprit, sustained in a collision with Lulworth. A protest was lodged against the latter by Britannia on the ground that Lulworth did not respond to a call for water.

The race was won by Sir Howard Frank's Astra, which was making its first appearance since the death of her original owner, Sir Mortimer Singer, early last year. Mr. H. A. Andrea's Candor was second and Lord Warling's White Heather third, the last named being beaten for second prize by the narrow margin of 35 seconds.

The match for the 12-metre class was won by Mr. J. Lauriston Lewis's Lucilla, which has just returned from Sweden. Mr. C. R. Fairley's Flicia was second, and Mr. T. O. M. Sopwith's Mouette third.

In a race round the Isle of Wight for the Morgan Cup, Mr. J. J. Morgan's Ketch beat Mr. Robert McAlpine's schooner Susanne.

ARRIVALS OF SHIPS

Wednesday, October 1.

Antung, British str., 2,107 tons, Captain G. Morse, from Amoy, buoy No. A9—B. & S.

Chak Sang, British str., 1,470 tons, Capt. J. McAlpine, from Swatow, West Point Wharf—Jardine, Matheson & Co.

Glenluce, British str., 4,120 tons, Captain W. H. Kennett, from Singapore, Kowloon Wharf—Jardine, Matheson & Co.

Hai Ching, British str., 1,283 tons, Capt. E. Walker, from Foochow, Amoy and Swatow, Douglas Wharf—Douglas & Co.

Hai King, Norwegian str., 1,445 tons, Capt. O. S. Olsen, from Swatow, buoy No. A29—Thoresen & Co.

Hozan Maru, Japanese str., 2,347 tons, Captain H. Ogawa from Swatow, O.S.K. Wharf—O.S.K.

Kwong Sang, British str., 1,428 tons, Capt. A. D. Keira, from Canton, buoy No. B32—Jardine, Matheson & Co.

Kwelyang, British str., 1,680 tons, Capt. C. P. Miller, from Hongkong, buoy No. B13—B. & S.

Liang Chow, British str., 1,220 tons, Capt. John Taylor, from Canton, buoy No. B21—B. & S.

Michael Jensen, Danish str., 1,342 tons, Captain H. Island, from Hongkong, buoy No. C44—Chiu Seng Hong.

Nagato Maru, Japanese str., 4,325 tons, Captain H. Tanaka, from Singapore, Kowloon Wharf—N.Y.K.

Shantung, Swedish str., 3,982 tons, Capt. H. W. Borin, from Shanghai, buoy No. A1—Gillman & Co.

Sinkiang, British str., 1,616 tons, Capt. C. H. Jones, from Swatow, buoy No. A31—B. & S.

St. Albans, British str., 2,538 tons, Captain M. E. Skinner, from Moji, buoy No. A2—Mackinnon, Mackenzie & Co.

Tijpondok, Dutch str., 4,215 tons, Captain H. J. A. Krift, from Balikpapan, buoy No. A10—J.C.J.L.

Tijlsalak, Dutch str., 3,617 tons, Capt. Meerman, from Manila, buoy No. A3—J.C.J.L.

Tsinar, British str., 2,100 tons, Capt. J. Tinson, from Canton, buoy No. B12—B. & S.

50 SHIPS' VOYAGE OF ADVENTURE.

Great Trading Mission of the Century.

FIGHTING A PASSAGE.

Nearly fifty steamers, a large proportion of which are Cardiff-owned vessels, have just started on the greatest trading adventure of modern times.

They are heading for the ice-bound and little known ports of the Kara Sea, and are accompanied by the most modern and powerful icebreakers to clear the way.

They will fight a passage to Arctic ports on the Yenesei and Obi rivers, to Ob, Obdorsk, and other far-removed trading centres on the Siberian coastline. Mr. Frederick Jones, a prominent Cardiff ship owner and a councillor of the city of Cardiff, is one of his own steamers in the expedition, which is the largest yet organised to these regions.

He will be one of the few Welshmen who have ever ventured to the top of the world on the shores of the Arctic Ocean, where the climate is the coldest in the world.

On the edge of this great mountainous region lie little-known ports inhabited by Russians, Burjats, Tungus, and other Slavonic tribes, in a land of enormous mineral wealth and great forests, washed by seas in which swarm in great numbers the much-prized sturgeon.

The eyes of the shipping and trading world are watching with interest this expedition, which is likely to reveal great commercial possibilities and assist in opening up new trade routes.

The steamers have left in convoys of six. The Cardiff vessels engaged have been chartered for the round voyage.

The ships are taking iron and steel machinery for remote factories in Siberian towns, foodstuffs, clothing and other commodities, and will bring back huge quantities of sawn and hewn timber and sleepers, the bulk of which will be imported at London, Liverpool and Cardiff.

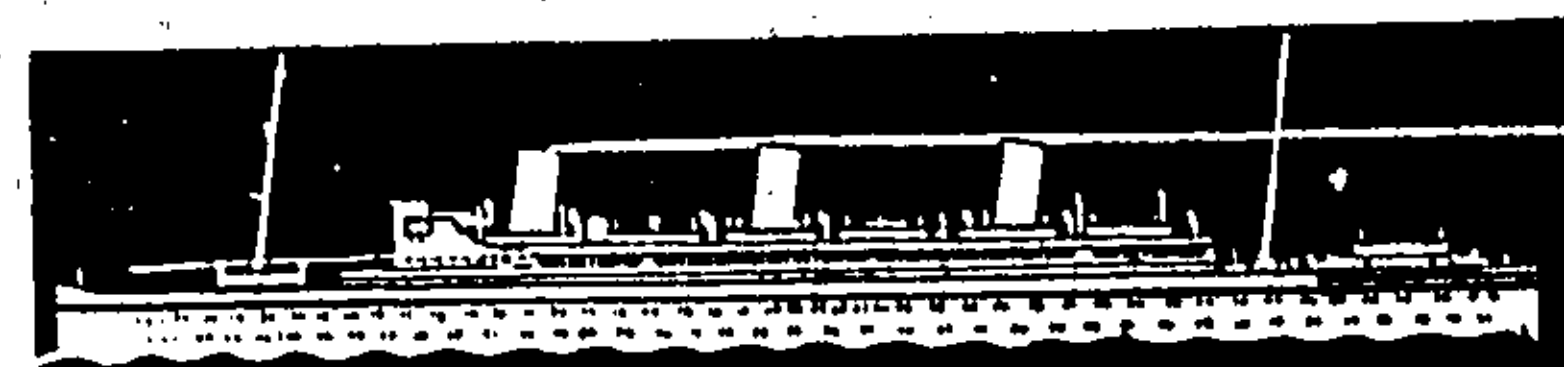
They will voyage over 850 miles up the Yenesei river, icebreakers crushing a path for them.

New Saw Mills.

At Novi, on the Obi river, and Port Igarka, nearly one thousand miles up the Yenesei river, extensive preparations have been made for the success of the trading venture.

Saw mills have been erected and facilities prepared for the loading of steamers.

Captain A. Rekestin, a Norwegian, who has had great experience in trading in Arctic regions, is the leader of the expedition, which has been organised by the Northern Sea Route Bureau of the Soviet Government.



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC QUICKEST ROUTE ORIENT — AMERICA — EUROPE

SPECIAL FARES
£120. £112. £83.

Canadian Pacific Representatives meet ships at all ports to give advice and render assistance.

Railroad, Sleeping Car and Atlantic Steamship reservations made at any Canadian Pacific Office.

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**CANADIAN PACIFIC SERVICE
ALL THE WAY**

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

OCTOBER SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Troit.]

OCTOBER.

SUN. 5th TUES. 21st

WED. 10th MON. 27th

S.S. "TAI MING"

[949 tons—Capt. G. J. Spink.]

OCTOBER.

TUES. 7th THURS. 23rd

MON. 13th WED. 29th

SAT. 18th

For information apply to

KWONG WING Co., Ltd.

29, Connaught Road, West.

Phone 20893.

When they pass the Shihing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

The Bureau's headquarters have recently been transferred from Berlin to London, where the selling of the cargoes will be undertaken.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "Benvorlich" are reminded to take delivery of their goods which will be subject to rent after October 6.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—
Magnolia—No. 6 buoy.
Moth—in dock.
Serapis—in dock.
Seraph—in dock.
Sterling—North arm.
Tamar—Basin.
Foreign.
Adamastor—Portuguese cruiser.
McCormick—American gunboat.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF MOBILE" London, Rotterdam, Hamburg & Glasgow 9th October.
S.S. "CITY OF HEREFORD" London, Rotterdam & Hamburg 9th November.
S.S. "CITY OF ROUBAIX" London, Rotterdam & Hamburg 9th December.

NEW YORK, BOSTON, & BALTIMORE

S.S. "CITY OF CHESTER" 7th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE

M.V. "TAYBANK" 1st November.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" 5th November.

Loading for Mauritius, Roulon, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth).

Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullfmaine, the Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Moamba, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

Telephone 27791.

THURSDAY, OCTOBER 2, 1930.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

P. & O.	Tons	From Hong Kong About	Destination
MALWA	10,980	11th Oct.	Bombay, Marseilles & London.
MIRZAPUR	6,715	15th Oct.	Straits, Bombay & London.
KHAYBER	5,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, & London.
NAGPORA	5,233	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMAIA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,610	6th Dec.	Bombay, Marseilles, & London.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	1931.	Bombay, Marseilles & London.
JEYPORE	5,318	3rd Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,955	10th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	3rd Oct.	Singapore, Penang & Calcutta.
TILAWA	10,006	23rd Oct.	Singapore, Penang & Calcutta.
TALANBA	5,018	12th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	3rd Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Oct.	
TANDA	6,956	5th Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	6,853	7th Oct.	Shanghai, Kobe, Osaka & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Kobe, Osaka & Yokohama.
KIDDERPORE	5,334	11th Oct.	Shanghai, Kobe, Osaka & Yokohama.
KARMAIA	9,128	18th Oct.	Shanghai, Kobe, Osaka & Yokohama.
BENALMA	8,018	22nd Oct.	Shanghai, Kobe, Osaka & Yokohama.
TALANBA	5,304	23rd Oct.	Shanghai, Kobe, Osaka & Yokohama.
MAEDONIA	11,120	29th Oct.	Shanghai, Kobe, Osaka & Yokohama.
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TANDA	6,956	14th Nov.	Shanghai, Kobe, Osaka & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Kobe, Osaka & Yokohama.
RANCHI	16,650	29th Nov.	Shanghai, Kobe, Osaka & Yokohama.
KASHMIR	8,955	20th Dec.	Shanghai, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Landladies.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received.

For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Rd. C. Hong Kong.

Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
IRON WORK, AND ALL KINDS OF MECHANICAL WORK. We have two Shipyards and one
foundry, and are equipped with all the latest machinery and tools.
We have a large stock of all kinds of iron and steel, and are
able to supply all kinds of machinery and tools at the lowest prices.
We are also able to supply all kinds of machinery and tools at the lowest prices.
We are also able to supply all kinds of machinery and tools at the lowest prices.

100, 120, 140, 160, 180, 200, 220, 240, 260, 280, 300, 320, 340, 360, 380, 400, 420, 440, 460, 480, 500, 520, 540, 560, 580, 600, 620, 640, 660, 680, 700, 720, 740, 760, 780, 800, 820, 840, 860, 880, 900, 920, 940, 960, 980, 1000.

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FRENCH SUPER LINER.

To Cost Nearly
£6,000,000.

Paris, July 30.
A certain discontent is shown in
the shipping world at the post-
ponement of the scheme for na-
tional equipment, in which a con-
siderable sum is devoted to pro-
viding France with a new sugar
trans-Atlantic liner.

The boat is to be built by the
French Line in reply to the recent
productions of foreign shipyards,
notably the Europa and Bremen
and the projected 60,000-ton
Cunarder. Its construction will
be partly subsidised by the State
under the Convention of 1912 for
assisting the French Line to com-
pete with other nations on the
Europe-New York service. Since
then the subsidy has been steadily
increased to enable the completion
of still bigger ships. For the
new liner, it is carried to a quar-
ter of a million sterling.

In addition the State will ad-
vance loans to the company at the
low rate of interest of 3 per cent.
To enter service in 1934 as pro-
jected the liner should be laid
down at once, hence the anxiety
expressed at the delay caused by
the failure to vote the necessary
funds.

The Isle de France cost more
than 200,000,000 francs in 1924,
and it is stated that the new
vessel will cost three times as
much (nearly £6,000,000). As it
is not possible to insure vessels
of such a high value, it has been
arranged that the French Line
will effect insurance to the extent
of something over 200,000,000
francs, the balance to be insured
by the State (for total loss and
abandonment only) in return for
the payment of insurance pre-
miums by the Line.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLEBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship
"BENVOIRICH"

CONSIGNEES OF Cargo are hereby in-
formed that all goods are being in-
sured at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
6th October, 1930, and all
Goods remaining undelivered after the
6th October, 1930, will be subject to
rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 20th October, 1930, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the
4th October, 1930, at 10 a.m. by
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 29th September, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLEBRO,
ANTWERP, LONDON, STRAITS,
AND PHILIPPINES.

The Steamship
"BENGLOE"

Consignees of cargo are hereby in-
formed that all goods are being in-
sured at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf &
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from the wharves delivery may be ob-
tained.

No claims will be admitted after the
6th October, 1930, and all
Goods remaining undelivered after the
6th October, 1930, will be subject to
rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 18th October, 1930, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the
1st October, 1930, at 10 a.m. by
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
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Bills of Lading will be countersign-
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BLUE STAR LINE

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LIVERPOOL.

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HONG KONG AND MACAO LINE

in Good Speed
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

ITALY AND FAR EAST

LOYD TRIESTINO SERVICE
EXTENDED.

The Lloyd Triestino Navigation
Company (one of the oldest steam
ship companies in the East) has
decided to inaugurate a regu-
lar mail and passenger ser-
vice with fast and first-class
tonnage between Italy and the Far
East calling at Singapore.

The well-known and popular Lloyd
Triestino Express Service to Bom-
bay will henceforth be extended to
Shanghai. The vessels employed on
the run being the Tevere (G.T. 12,600); the Tevere (G.T. 8,500); the
Cracovia (G.T. 8,100) and the
Pilsna (G.T. 8,100).

The line will start from Trieste,
vessels calling at Venice, Brindisi,
Port Said, Aden, Bombay, Colombo,
Singapore and Hong Kong to Shang-
hai. The stay at Bombay will
absorb a few hours only, the time
strictly necessary to embark pas-
sengers and the mail.

The duration of the voyage from
Hong Kong to Brindisi, Venice and
Trieste will average 28, 29, and 30
days respectively by the Tevere,
Pilsna and Cracovia and 24, 25 and
26 days by Gange at present one of
the fastest boats via the Suez route.

The service, a four weekly one, will
be initiated by Tevere sailing from
Hong Kong on October 23, to be
followed by the Cracovia on Novem-
ber 20, Gange, December 25, and
Pilsna on January 24, 1931.

The travelling public in the Far
East will welcome the re-appearance
of the old-established Lloyd Tri-
estino Passengers' Service, which
owing to the excellent accommoda-
tion, food and attendance has affirm-
ed itself as one of the most popular
passenger lines connecting Europe
with India.

WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices.

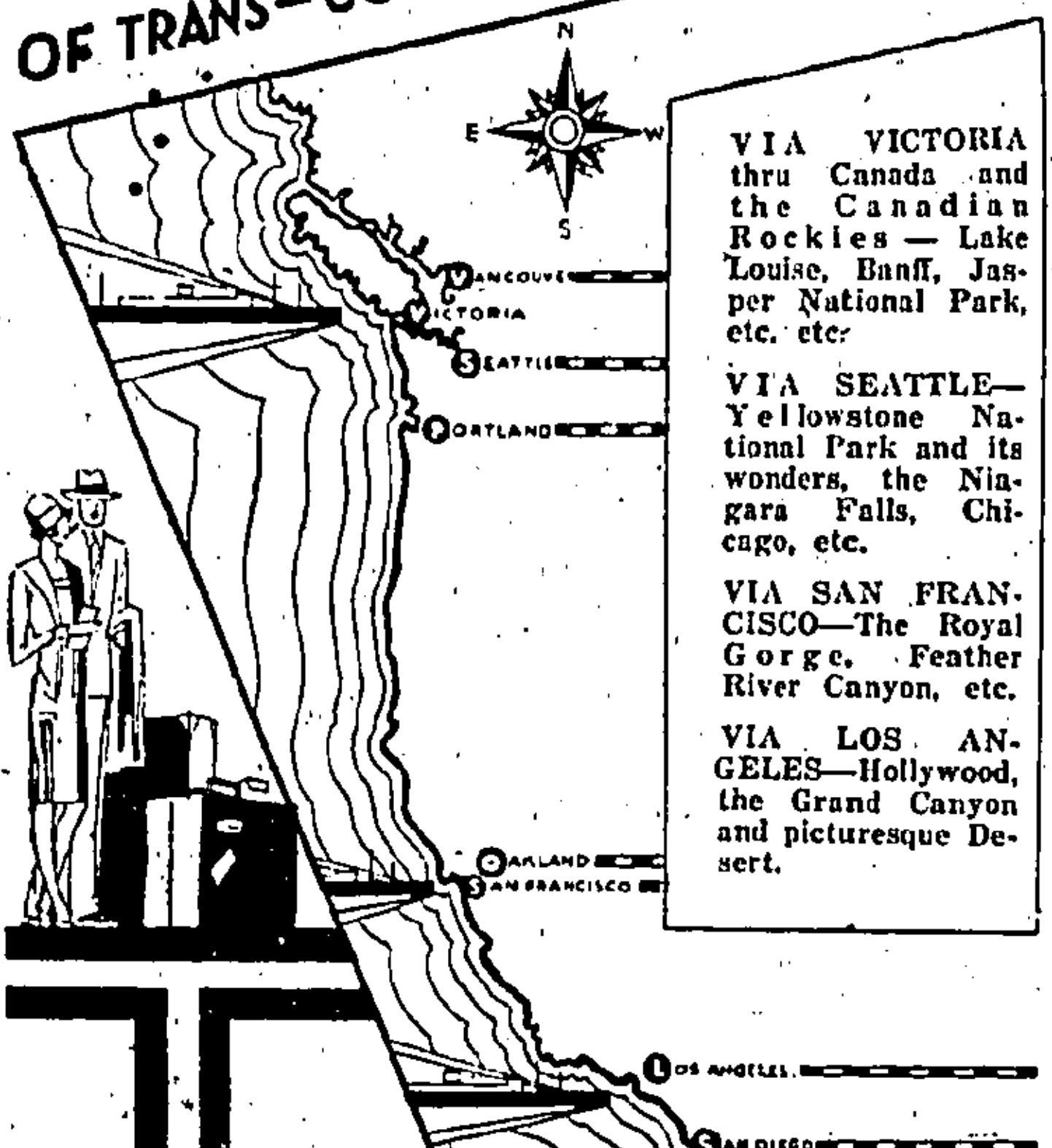
Unequalled by any similar product throughout the world.

FORMAZONE

The NON-ALCOHOLIC CHAMPAGNE. An excellent
substitute for sparkling wine, possessing the same
wonderfully stimulating and refreshing qualities.

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AERATED WATER MANUFACTURERS.
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DOLLAR STEAMSHIP LINES
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LARGEMENTS A SPECIALITY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH.
NEW, OLD OR FADED.

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in the City and better than 95% of them.
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214, Johnston Road, Hong Kong.

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

A WEEK OF



AT

WHITEAWAYS

MONDAY, SEPTEMBER 29th

TO

SATURDAY, OCTOBER 4th

THOUSANDS OF BARGAINS

SEE WINDOWS.

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HONG KONG.

The China Mail

[Every evening except Sunday.
Annual subscription, H.K. \$36, payable
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[The weekly edition of the "China
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Street, Strand, W.C.2.

Hong Kong, Thursday, Oct. 2, 1930.

BLOOD SPORTS

A vice has only to be "fashionable" in the eyes of its exponents to be regarded as a virtue. Particular examples of this are war and fox-hunting. How often do we read a paragraph of this description in any one of the shilling illustrated periodicals: "Lord X—, who is a remarkably fine shot, brought down over 50 head of game on the Moors last week. At Exmoor, the Tallyho Hunt pack enjoyed a profitable day with the hounds yesterday, no fewer than nine fully-grown stags being secured." This is usually accompanied by a photograph of several over-dressed members of the pack standing behind the unfortunate beasts. The article omits to explain to the reader the manner in which the stags were "secured." No doubt that is thought unnecessary, although there are people who will gloat over cock-fights over the revolting and bestial details of the "kill." The hounds, as is well known, often tear the poor creature literally to shreds, and what was once a proud and elegant denizen of the forest is reduced to a horrible mass of palpitating flesh. And this is the handiwork of the man of culture and refinement, who quite possibly subscribes to the work of missions among the uncivilised peoples of the world. He will indignantly repudiate the barest suggestion that stag-hunting is cruel, and will claim that it is justified on the grounds of "sport." It is good for the hounds, good for him, and apparently good for the stag. Moreover, if it were good enough

for his father and his father's father it is good enough for him. The burning of witches and the hanging of cattle thieves was good enough for our great-grandfathers, but should we tolerate any attempt to resuscitate those forms of medieval justice? It was even fashionable at one time to go to a "witch-burning," or to stay up all night to see a poor wretch hanged. Now it is fashionable to ride to hounds and hunt an innocent and beautiful animal to its death. It is neither artistic nor useful, moral nor sporting. It is the meanest, most savage, amoral, vulgar pastime of our day. A blot upon our so-called civilised Society, it is encouraged by the apathy of public opinion, which is too indifferent, because too ignorant, to make any decisive protest. The disturbing factor is that blood sports are practised by people who are supposed to be otherwise enlightened and educated. Yet what are the majority of the members of modern Society who indulge in this "sport?" In their ranks predominate the successful tradesman, the brewer, the upholsterer, the coal merchant, and the grocer, who, owing to our faulty economic and social system, are allowed to purchase their titles and honours as the average man buys his pew in a Church. They have the effrontery to advertise, by posing in the shilling magazines, their affiliation to the aristocracy, a noble institution which has been so blood, over-taxed and shorn of all material substance by successive wars and economic crises, that the most it is able to do is to raise a piteous wail of protest or else sell its soul to the highest bidder. The myth that hunting is the occupation of gentlemen was long ago dispelled by all gentlemen of breeding and ideals, and it is a prominent fact that a greater part of the opponents of blood sports is to be found among the old aristocracy. To the vulgar, however, hunting is still the *circa* *hous* to fashionable Society, just as golf and a flair for painting are the badges of introduction for the middle classes. So soon as public opinion begins to realise that blood sports are vulgar, and Society decrees them to be unfashionable, may we expect to see a decline in this revolting pastime of the British Isles? The question even has its local aspect, for we believe that a pack of drag hounds was recently organised in this Colony to hunt the barking deer in the New Territories. Surely here is the opportunity for public opinion in Hong Kong to set an example to

the rest of the civilised world by opposing with the utmost vigour, if necessary, by legislation, this barbaric form of Christian entertainment?

News in Brief.

One case of typhoid fever—Chinese—was notified yesterday.

The forthcoming wedding is announced by Pte. Frederick George Hutchins of the Somerset Light Infantry, Murray Barracks, to Julia Maria Remedios, of St. Joseph's Building, Robinson Road.

The forthcoming marriage is announced between the Rev. Lawrence Neville Watkins, of Lugard Hall, University, and Hazel Majorie Maude—Somerville, of 2, Bidwell Street, Wellington, New Zealand, who is on her way to Hong Kong by the a.s. Change.

Leasehold property situate at Nos. 410, 412, 414, 416, 418, 420, 422 and 424 Des Voeux Road West, registered in the Land Office as the remaining portion of Marine Lot No. 188 and 189, attracted several bids at the sale held yesterday at Messrs. Lamont Brothers Auction Rooms. The price advanced by bids of \$1,000 each, offers mounting up \$161,000 from an upset price of \$150,000. At this figure the property was bought by Mr. Yue Yik-shuk.

A snake, described as a cobra, found its way into the bathroom at the Victoria Recreation Club yesterday afternoon and attracted much attention when people arrived later for the swimming events. The reptile was first seen by a bar-boy who attempted to catch it with his hands. The snake bit him on the finger, but, undaunted, he again seized it and after tying a string round its mouth, put a safety pin through the jaws. The "boy" was not so much concerned about the bite he had received as how much he would receive for the snake when he took it to the dealers. The reptile measures about four feet.

EMPIRE AS A FAMILY.

(Continued from Page 1.)

special conference on the operation of Dominion Legislation, whose recommendations, they must consider, never forgetting that behind their work was the thought of building for the future. Whatever changes of form they might accept they should be guided by the truth that, though form was undoubtedly important, it was not the form but the spirit behind the form which mattered. The other two aspects of the agenda indicated the most important fields in which their free co-operation might be actively pursued.

Foreign Affairs.

In the sphere of foreign affairs the great objective was to secure and maintain world peace and uphold the influence of the British Commonwealth of nations in world affairs.

"Since 1926 I think we may point to three great steps which we have taken together to this end. The first, the signature of the Paris Peace Pact, has recorded the solemn assent of the chief countries of the world to the principle that war shall no longer be used as an instrument of national policy, and that settlement of disputes shall only be sought by pacific means. We have since co-operated in taking a long step towards the establishment of arbitration as a proper means of settling disputes by signing the Optional Clause. Further, in pursuit of the limitation of armaments as a method of preventing war, we have this year joined in signing the London Naval Treaty. But there is much to be done in both fields by the broadening scope of arbitration and by securing a fuller and more general limitation of armaments. "Let us be quite frank on this matter. The strength of armaments in the world to-day and the general unwillingness of Governments to advance the cause of secured peace reduction of military material unless checked must soon lead to a new race in armaments to which most of the nations cannot be indifferent. The outlook is quietening, but should calamity happen it will not be the fault of our Commonwealth, which, both by precept and example, has shown the sincerity of its devotion to peace.

Acute Depression. "I am sure that in our discussions we shall be able to find a common ground for acting in harmony. In pursuit of these aspects, it is used now to the economic question. The whole world is suffering from an acute depression of trade in which we also have inevitably the misfortune to share. The problem is not one which cannot be solved by one country alone. What we have to

consider is, I suggest, what practical means we can devise for helping one another and thereby helping world contracts and the internal industrial circumstances to which we have to accommodate ourselves.

"The essentials are required for our economic co-operation. First, there is the will to succeed and to have confidence in spite of the previous propaganda of depression which has been so prevalent in recent months. We require practical measures of far reaching soundness and not short-sighted attractions with unknown reactions. I hope our discussions will provide the former."

The Prime Minister of Canada, Mr. R. D. Benoit, expressing his thanks for the generous welcome extended to him, said that whatever might distinguish one conference from another, they were at least alike in their loyalty to the spirit of the Empire. Never in his view had there been presented to him for solution, questions of such urgency and of such far reaching consequence to the economic welfare of the Empire as those which now arose.

"We meet at a time of industrial depression, falling prices, slackening trade, diminishing revenue, and rising unemployment. This situation is worldwide. While Canada has faced the facts and through adequate employment of those means within our own country, she has, we believe, provided a way out of present difficulties.

"My Canadian colleagues have now come to the conference not only with a message of affection and good will, but in the strong belief that by concerted action of the whole we can advance the interests of all sections of the Empire." At an appropriate stage of the proceedings he would develop his considered view as to that scheme of co-operation which he believed held the surest promise of real and lasting advantage to all states of the Empire.

The Prime Minister of Australia, W. H. Scullin, referring to work before the conference of advancing a stage further the great task with the real unity of the British Commonwealth of nations, said that the machinery of the relations within the British Commonwealth was in the course of evolution from its simple view of form towards something more appropriate to the present day position. It was quite possible to reconcile the complete and effective autonomy of the Dominions with the unity of the British Commonwealth as a whole. As a free association of the peoples, however, there was nothing to be gained and perhaps a great deal to be lost by attempting to crystallise their relations too closely within the confines of any formal document. On the unity of the British Commonwealth might depend in time to come the preservation of international peace.

Touching upon economic issues he said that the urgent problem of to-day was one of markets rather than of production, and in the event of the Governments of the Empire deciding upon a definite, disjunct policy of Imperial economic co-operation, the Commonwealth Government would be ready to do its part.

Australia hoped to receive from Britain a treaty identical in fact, if not in method, to that which she already afforded Britain through preferential tariffs and which she was prepared to afford in even greater measure.

Inter-Imperial Trade.

The New Zealand Premier Mr. Forbes, said that there would be disappointment throughout the Commonwealth if the conference did not reach agreement on some policy to their common benefit, or conclusive and effective economic or at least definite steps towards increasing inter-imperial trade.

Regarding the constitutional pledges between members of the British Commonwealth Mr. Forbes said that New Zealanders had felt that at all times in recent years they had had ample fields and scope for their national aspirations. He hoped that all questions regarding the status of the respective members of the Commonwealth would be finally disposed of at the conference, but with its elimination another problem of even higher importance would arise.

In a Commonwealth of six equal partners, differing in history, situation, and of different centrifugal influences, there must be much to weaken their association in the absence of a common policy in essential matters. New Zealand hoped that the Governments at the conference would divert their attention from status to co-operation.

India's Desire.

The head of the Indian delegation Maharajah of Bikaner, declared that the Princes and subjects of the Indian states reaffirmed the loyalty to the King Emperor and their claim to the Empire with the bulk of the people of British India, who were desirous at heart that their country should enjoy an honorable place in the Commonwealth—British, White, and Service.

Earlier News.

London, Yesterday. The Imperial Conference of 1930, which is likely to have a far-reaching effect on Empire relationships, has assembled for the first time in the Locarno room of the Foreign Office. The Prime Ministers and selected Cabinet Ministers of Britain and the six Dominions, together with distinguished delegates from India who were present, will devote their attention to framing a policy of co-operation, particularly in connection with economic issues.

All the proceedings are to be private, but official reports will be issued.

Mr. Ramsay MacDonald, as chairman, made a speech of welcome, to which the visiting statesmen replied.

It is learned that Mr. MacDonald's speech at the Imperial Conference drew attention to three main aspects of the conference:—

Firstly, political and constitutional relations; secondly, relations with foreign Powers, particularly directed to the advancement of disarmament and peace; and thirdly, practical means of co-operating to solve economic problems.

Loyal Message.

On the motion of Mr. MacDonald, seconded by General Hertzog, the gathering sent a message of loyal greeting to their Majesties the King and Queen.

Mr. MacDonald was voted chairman. The overseas delegates, responding to Mr. MacDonald's speech, expressed confidence that the difficulties could be solved with the confidence in one another and animated by a spirit of free association which characterised their union. Emphasis was laid on the fact that complete freedom of individual Dominions was in no wise inconsistent with unity of the commonwealth; and regarding economic questions, while each unit would consider its own individual circumstances, all ought to aim at advancing the interests of the Empire as a whole. —Reuter.

WEDDING.

CEREMONY IN UNION CHURCH.

HICKLING — KORTE.

In the Union Church, Kennedy Road, yesterday afternoon, the marriage was solemnised of Clement Chinnery Hickling, son of the Rev. and Mrs. Hickling, late of Hong Kong, and Hettie Korte, daughter of the late Mr. and Mrs. Johann Korte of London.

The ceremony was performed by the Rev. Frank Short, and the bride was given away by Dr. D. J. Valentine.

Miss Eileen Bonnar was bridesmaid and Mr. R. A. Brown discharged the duties of best man.

A reception was held after the ceremony in the Hall adjoining the Church, where the bridal pair were congratulated by their friends.

The honeymoon is being spent in Japan. Mr. and Mrs. Hickling leaving on board the Empress of Japan to-day.

OLD RESIDENT.

DEATH OF MRS. MARIA PEREIRA.

At the age of 79, the death occurred at 3.10 p.m., yesterday, at her residence in Kowloon, of Mrs. Maria das Dores Noronha Brito Pereira, a member of one of the Colony's oldest Portuguese families, and daughter of the late Mr. Delfino Noronha, founder of Messrs. Noronha and Co., Government printers, which was established in the early forties.

The sympathy of a large circle of friends goes out to the deceased's many relatives, particularly her five children, Messrs. F. and L. Brito, who are in Kobo, and three daughters, Mrs. E. J. Figueiredo, Mrs. J. A. S. Alves, and Mrs. G. Osmond. The funeral takes place this afternoon at the Roman Catholic Cemetery, Happy Valley, passing the Monument at 6.30 o'clock.

Ten Years Ago.

From the "China Mail" of October 2, 1920.

To-day's dollar is worth 4/8 1/2.

Mr. F. C. Jenkin, C.B.E., has been offered and accepted the post of Public Prosecutor of the Straits Settlements. He will leave to take up his post at the end of the month. Candidates here are offered by this appointment. Mr. Jenkin has been a resident of the Colony for the past eight years and has had a very successful legal career here.

ROSARY CHURCH.

FEAST OF OUR LADY OF HOLY ROSARY.

PROCESSION ON SUNDAY.

The following is the Programme for next Sunday, the Patron Feast of the Holy Rosary Church—

1. Boy Scouts.
 2. St. Louis Industrial School Band.
 3. The Banner of Our Lady.
 4. Girls' Scattering Flowers.
 5. Knights of The Blessed Sacrament.
 6. St. Joseph's College Apostleship of Study.
 7. Chinese Catholic Young Men Society.
 8. St. Joseph's Confraternity.
 9. St. Margaret Banner.
 10. Apostleship of Prayer Hong Kong and Kowloon.
 11. Bearers of The Mysteries of The Rosary.
 12. Cross of The Confraternity of The Rosary.
 13. Confraternity of The Holy Rosary.
 14. Chinese Catholic Young Women Society.
 15. Congregation of St. Clovis.
 16. The Children of Mary.
 17. Girls' Scattering Flowers.
 18. The Clergy.
 19. The Statue of Our Lady.
 20. Guard of Honour.
 21. The Bishop.
 22. The Consuls and The Knights.
 23. Ladies' Apostleship of Prayer.
 24. The Bells.
 25. Boy Scouts Rear-Guard.
 26. The Faithful.
- Hours of Service.
First Mass at 6.30 a.m.
Second Mass at 7.30 a.m.
Third Mass at 8.30 a.m.
Solemn Pontifical Mass at 9.30 a.m.
- Recitation of the Rosary, Procession, Sermon and Benediction, 4.30 p.m.

ROUND THE CINEMAS

JOHN GILBERT GIVES BRILLIANT PORTRAYAL.

"REDEMPTION."

John Gilbert and Renee Adoree have been brought together again in Gilbert's new starring all talking picture, "Redemption," which will come to the Queen's Theatre tomorrow. The two popular screen players who were paired first in that master film, "The Big Parade" and later in "The Cosacs," again contribute striking performances in a picture which is far above the ordinary run of cinema offerings. Of added interest is the fact that Eleanor Boardman also has a featured role in the picture. Miss Boardman having played opposite Gilbert in "Bardelys the Magnificent." A fourth member of this all star cast is Conrad Nagel.

"Redemption" was taken from Arthur Hopkins's stage version of Lyof Tolstoy's play, "The Living Corpse," in which John Barrymore scored a success several seasons ago. Gilbert's portrayal of the unfortunate Russian officer, Fedya, who is torn between love for his wife and the nomadic influence of a gypsy ancestry, is an inspired piece of acting and a far cry from the sophisticated comedy role he played in his last picture, "His Glorious Night."

TALKIES FOR MAJESTIC.
Patrons of the Majestic Theatre, Kowloon, will be pleased to learn that the management has fixed Friday, October 10, definitely as the opening date for their talkies' season.

Seen by a China Mail representative this morning, the management told him that the opening film will be "Broadway Babies," a First National Vitaphone all talking-singing-dancing film, starring Alice White and Charles Delaney. It is a 100 per cent. entertainment and the cast includes such notables as Fred Kohler, Tom Dugan, Jocelyn Lee and Bodil Rosing. There are three snappy song hits, "Broadway Baby Dolls," "Wishing and Waiting for Love," and "Jig, Jig, Jigaloo."

Among other talkie pictures which are likely to be shown at the Majestic Theatre later are "Safety in Numbers" with Charles "Lilac Time" Rogers and Josephine Dunn, "Lilac Time" starring Colleen Moore and Gary Cooper; "Interference" featuring Clive Brook, Ruth Chatterton, William Powell, and Doris Kenyon; and "Glorying the American Girl" with Rudy Vallee.

Incidentally, October 10, is a public holiday, being the Chinese National Independence day.

SHETLAND CIRCUS.

CROWDED HOUSE WITNESS CAPITAL ENTERTAINMENT.

"BETTER THAN EVER."

There was a crowded tent at Praya East Reclamation last night to see the Shetland Circus which has recently come from the North.

Like other circuses that have paid a visit to the Colony, the programme last night was a variation of acts. The humour and fools' play of the funnily attired clowns evoked much laughter, especially from the Chinese, who delighted watching a clown who impersonated Chaplin. Clowns are, usually, the life of a circus entertainment.

The crowd was treated to a good exhibition of the famous adagio, which was a great feat of strength. A colourful Russian dance was appreciated.

Experience played a great part in the juggling and balancing acts, which were the main feature of the first half of the programme. The juggler's feats were many and clever.

Balancing A Kettle.

An outstanding one was that of balancing, on his forehead, a kettle of boiling water, which stood on a circular wooden stand. During this performance, the juggler took off his frock coat and put it on again. Another clever stunt was that of balancing a table, its legs supported on four sticks, on a bottle (with neck down). All this paraphernalia he balanced with perfection on his chin, and at the same time he spun

with his two hands four sticks with brass plates on the tops of each. This was loudly applauded. The juggler also undertook to catch cork balls (thrown at him by members of the audience) on a fork shaped instrument which he held by his hat, an umbrella and a bag, also two bottles and a ball. All his turns met with warm applause.

The Animals.

Two well-trained camels delighted the audience with their "bot," while the elephant actually waltzed in the sawdust ring to music supplied by the circus' cosmopolitan band. With the elephant, a three-foot high pony, said to be the smallest in the world, "did its stuff." It proved to be a favourite.

After an interval, the second half of the programme opened with a ballet ensemble by three dancers, who were well received. By far the best performance of the night's entertainment was the trick cycling act. This was exceptionally clever, and the rider, whose coat was decorated with numerous medals, displayed great skill in yiding several queerly constructed bicycles. The rider had to climb up a ladder to get to the saddle of one of the bicycles.

Raffles.
At the conclusion, the ringmaster picked on a Chinese boy to draw tickets for a raffle, the prizes of which were extremely useful, comprising alarm clocks, sugar bowls, jugs, and fancy articles. Two Chinese men from the gallery were lucky in winning a new bicycle each. The National Anthem brought the entertainment to a close shortly after eleven o'clock.

To-night a complete change of programme is being offered, and the public in general should not miss a good two hours' entertainment such as that of the Shetland Circus.



Miss Alexand Texa, Ballet Dancer.

CHANCELLOR IN LAND DISPUTE.

Servants Who Ran Away From His House.

£4 CLAIM.

London, Aug. 15.
Mr. Philip Snowden, Chancellor of the Exchequer, gave evidence in two cases yesterday at Farnham (Surrey).

The first case was against Jack Tarrant for maliciously damaging a fence and gate. Mr. Snowden claimed £4 damages, and Capt. L. F. Rooke (who had summoned Tarrant on similar grounds) claimed £2. The case is a sequel to a land dispute.

Mr. Snowden said that the fence was erected about five years ago. Mrs. Tarrant had offered to sell him some land at the back of the property, but his solicitors found there was no title whatever to the land. Neither Mrs. Tarrant nor her husband had any right to touch the fence.

The Lost Title Deeds.

In cross-examination, Mr. Snowden said Mrs. Tarrant told him a long story about the formation of a building society, which was now defunct.

Mrs. Tarrant in evidence said the fence was erected on her land and she remembered her father banking the land which she now claimed.

Before his death her father was very worried and strange in manner and she thought it was due to his having lost the deeds or that they had been stolen.

She produced a receipt for £5 deposit on £55, being the purchase money of a plot of land from the London and Suburban Freehold Land Society and also receipts for payments for labour in banking the land and digging.

Mrs. Tarrant added that she had sold some of the land to the local Rural District Council in 1920 and some of this year, and to

one had challenged the family title to the land.

The Magistrates decided that they had no jurisdiction, and the summonses were dismissed.

Absconding Employees.

Mr. Snowden made his second appearance in the witness-box in a case in which Arthur George Pierce and Mary Pierce were charged with obtaining a suit of clothes by false pretences from a Farnham tailor.

The couple were in the employ of Mr. Snowden at the time, and when the suit was delivered they stated they could not pay for it until they got their wages.

Mr. Snowden said he had paid the wages some days before the delivery of the suit. When he and Mrs. Snowden returned to Eden Lodge they found the couple had absconded without giving notice.

Supt. Stovell said Arthur Pierce was fined in 1928 for stealing a bicycle. He appeared to travel from place to place with his wife, obtaining situations in which they did not stop long.

The testimonial of character handed to Mr. Snowden was written by the woman's father, who had since died. After leaving Mr. Snowden's they obtained a situation at Seaford by a character which purported to have been signed by Mr. Snowden's secretary. There were many complaints of the couple owing money to tradesmen.

Mrs. Pierce was bound over for two years, and her husband was fined £5 2s. and ordered to remain in custody until the sum was paid.

Asbestos production in Canada during 1929, according to a new report, according to the figures of the Canadian Bureau of Statistics, shipments in 1929 amounted to 806,066 tons, valued at \$13,172,881, an increase of 12.1 per cent. in quantity and 17.2 per cent. in value. At comparison with the previous year, the average value received by the operators was \$16.04 per ton, compared with \$14.66 the previous year.

R.A.O.B.

SINCERITY LODGE DINNER.

FIRST ANNIVERSARY.

The first anniversary dinner under the auspices of Sincerity Lodge, No. 1398, G. C., was held in the R.A.O.B. Club last night, being attended by a representative number of members of all Lodges belonging to both Banners. Mr. C. Dowman ably presided.

A typical "Buffalo" bill of fare had been prepared, to which everybody did full justice.

The toast list was brief and the speeches brief and to the point. Mr. J. P. B. Dickinson proposed the toast of "The Order," following which Mr. J. Butland gave the toast of "Sincerity Lodge and Buffaloes throughout the World." He alluded to the opening of Sincerity Lodge on September 30, 1929, in the Seamen's Institute as an innovation, being the first temperance Lodge in the Colony. The Lodge had had a very successful first year and he wished it all success in the future.

Mr. G. W. Bateman gave the toast of the Provincial Grand Lodge, Grand Council, China, and officers.

Mr. Butland, in responding, said that he had the unique experience of being the first G. P. P. and had held that office for the first time. They started with only two minor Lodges, but he trusted they would soon have three or four. He asked for the officers in 1931 the same degree of support as had been given in 1930.

Mr. C. W. Russell gave the toast of "The Visitors," to which Mr. Manwaring responded.

Following the toast of "Absent Brethren" Mr. Monkton proposed a vote of thanks to the Dinner Committee—Messrs. C. W. Russell, W. C. Scott, and G. W. Bateman—for the excellent arrangements they had made to ensure a most enjoyable gathering.

An impromptu programme of songs, sketches, etc., followed, the proceedings closing with the singing of the National Anthem.

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

5 p.m.—European Programme of Victor Records supplied by Messrs. Moutrie & Co.
A Hunt in the Black Forest (Voelker).

In a Clock Store (Orth),
Victor Concert Orchestra (35792).

Glory of the Sea,
The Border Ballad,
Peter Dawson, Bass Baritone (2275).

When day is done,
A. J. Whiteman and His Soliloquy, Victor Concert Orchestra (35823).

Always and Just a Cottage Small,
Victor Salon Orchestra (10972).

The Flower of Italy—Waltz,
Serenade—Waltz (35837).

Travellers all of every Station (Balle),
The Kerry Dance (Molloy),
Peter Dawson, Bass Baritone (1442).

Zigeuner and If Love were all,
Peggy Wood, Soprano (3144).

Singin' in the Rain,
Orange Blossom Time,
Johnny Marvin, Comedian (22057).

The Danes of the Blue Danube,
Laugh Clown, Laugh,
Waring's Pennsylvanians (21308).

6 p.m.—Children's Programme.
Norah Dilsbury, a member of the Fairy Circle, will play a piano-forte solo:—

"Second Valse"—Benjamin Godard.
6.50 p.m.—Operatic Music.
Sylvia Balle, Contralto, Soprano,
Traviata—Bruch (Verdi).

Victor Symphony Orchestra (35870).
Madame Butterfly—Fantasia (Puccini).

Victor Symphony Orchestra (35780).
Cavalleria Rusticana—Selection (Mascagni).

Creator's Band (35807).
Traviata—Selection (Verdi).

Irish Rhapsody (Herbert).
Victor Symphony Orchestra (35807).

7 p.m.—A Concert.
The Lass with the Delicate Air,
By the Waters of Minnetonka,
Mavis Bennett, Soprano (2458).

Doux Arabesques (Debussy),
Walkure (Wagner),
Gullus Schendel, Piano (35938).

Here in the Quiet Hills,
Whisper in the Leaves,
Eddie Atkinson, Contralto (3203).

Henry VI—Gloicester's Soliloquy,
Hamlet—Hamlet's Soliloquy,
John Barrymore (3527).

Love, Old Sweet Love,
Kathleen McGuinness, Tenor (35781).

My Love dwelt in a Northern Land,
The Merry Widow, Ring (Schubert),
John Barrymore (3527).

Pravda in C Sharp Minor (Bachmanoff),
Prelude in C Sharp Minor (Bachmanoff),
John Barrymore (3527).

NEW ADVERTISEMENTS.

CHINESE CUSTOMS NOTIFICATION.

THE OFFICES and STATIONS of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 6th and the 10th October, 1930, being Customs Holidays.

J. M. H. OSBORNE,
Commissioner of Chinese Customs,
Kowloon & District,
York Building,
Hong Kong, 1st October, 1930.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 6th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tung Choi Street, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Lot No. 2310	At Tung Choi Street, Mong Kok Tsui, in the Colony of Hong Kong.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	about 15,000	\$100	\$1,000

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 6th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
2	Lot No. 2311	At Prince Edward Road, in the Colony of Hong Kong.	N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft.	about 15,000	\$100	\$1,000

CHARITY BAZAAR.

PRECIOUS BLOOD CONVENT HOLDS ANNUAL FETE.

HELP WANTED.

The annual charity bazaar and fete of the Precious Blood Convent will be held this year at Wah Yan College, Robinson Road on Saturday and Sunday, October 11 and 12. The Committee are now busy making preparations for it. Souvenir tickets at \$1 and \$2 each, which are exchangeable for prizes on the bazaar days, can now be obtained from the Hon. Secretary, 11 Arbuthnot Road.

It will be remembered that in past years many local firms and kind-hearted gentlemen and ladies very generously gave donations and contributions. The committee therefore hope that the community will again come forward to help a deserving cause.

The Precious Blood Convent, occupying an area of 40,000 square feet at Shamshuipo, is a home for hundreds of orphans and decrepit persons under the care of a noble band of Sisters. In addition the convent has already opened many schools to educate poor children. The Sisters of the Convent depend annually on the proceeds of the bazaar.

Victor Concert Orchestra (35938).

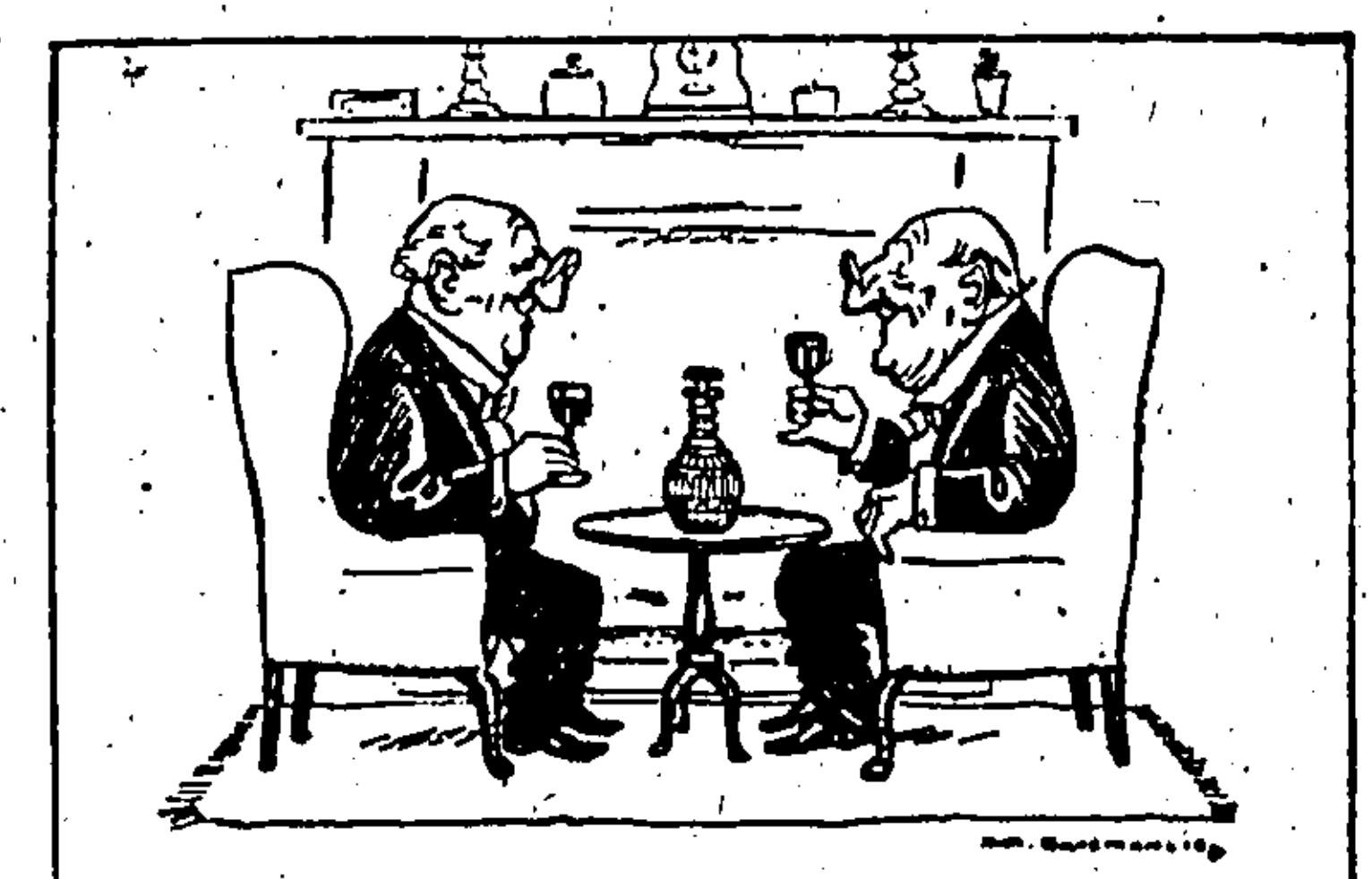
3 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report.

11.30 p.m.—Glass Down.

9183—Finlandia.
9184—Tannhauser—Pilgrim's Chorus.
9206—The Storm.
9229—Ave Maria (Schubert).
9762—Funeral March (Chopin).
9497—Toccata (Commette).
9163—Valse Triste.
9500—Choral Prelude on 104th Psalm.

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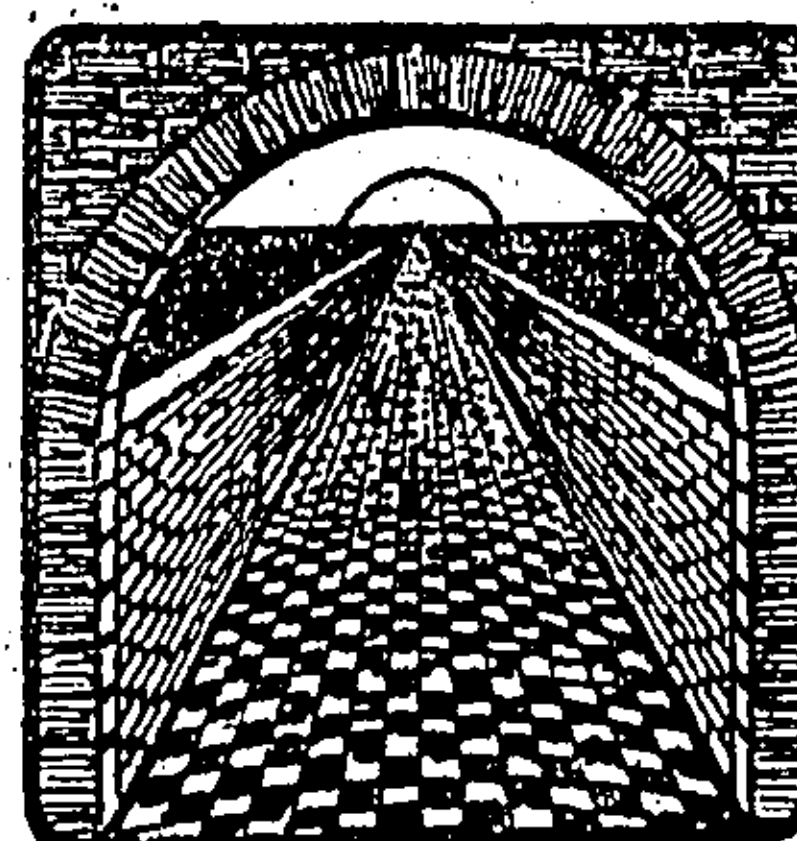
In Lots of not less than 1/2-ton:—

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Vessel will call at
MANILA, BANGKOK, SINGAPORE,
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Fares include all sightseeing expenses at intermediate ports.
Desirable accommodations available to all ports.
For booking and information apply to

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GOLFING SURPRISE.

MOLLY GOURLAY LOSES TEN
CHAMPIONSHIP.

FIFTH ROUND VICTORY.

London, Yesterday.
At Aldeburgh to-day, in the
British Ladies' Golf Champion-
ship, in the fifth round, Miss
Wanda Morgan beat Miss Molly
Gourlay, the holder, at the nine-
teenth—Reuter.

GOLF.

KOWLOON GOLF CLUB'S
MATCH.

The following are the teams for
the Vice-President v. Captain's
Match to be played on Sunday
October 5. The Singles will be
played in the morning and the
Doubles in the afternoon.

Team	Captain's
9.00 Dr. Cogan	D. C. Wilson.
9.05 W. S. Hillier	T. Tait.
9.10 H. Overy	G. H. Russell.
9.15 H. Mundy	A. Eastman.
9.20 J. Cameron	T. J. Frick.
9.25 John Pooler	W. Groves.
9.35 L. Seddon	E. O. Murphy.
9.40 J. S. Smith	A. Tate.
9.45 J. Reid	A. Laughton.
9.50 J. B. McCaw	H. T. Burton.
9.55 E. R. Price	J. J. Harris.
	W. Orchard.

BILLIARDS.

STEEL COULSON'S
LEAGUE.

At a meeting of the Committee
of the above league held at St.
Patrick's Club on September 29,
1930 the following business was
carried out.

1. The winners of the league
were St. Patrick's Club with a
total of 29 points followed by R.E.
with 28½ points and the Somerset
L.L. with 26½ points.

2. The winner of the highest
break was S. Sergt. Pollard with
a break of 69.

3. The winners of the most
number of games was S. Sergt.
Pollard and Mr. F. M. Cruz, St.
Patrick's Club. It was decided
that these two competitors will
play off for the prize on the night
of the Winners v. Rest match on
October 11 at St. Patrick's Club.

4. The Winners v. Rest
match will take place on the evening
of October 11 at St. Patrick's Club
commencing at 6 p.m.

5. The following were selected
to represent the Rest:—Sgt. Jake-
man, Somerset; S. Sgt. Pollard,
R.E.; Mr. Gun Fisher, R.A.; S.
Sgt. Hodson, Garrison Mess; C. P.
O. Harris, C. & P.O. Club; Mr.
Noonan, Warders.

Reserve—Q. M. S. Peachy, R.E.
Games to be 150 up.

6. It was proposed and passed
that a Dance be held between
October 11 and 18, 1930, for the
purpose of presenting the prizes
and to wind up the league for the
year 1930.

A Committee was formed under
the Presidency of Q. M. S. Peachy
to arrange date and hall, etc.

A further notification will be
sent to all Clubs when this is
finally known.

League Table.

Team	Matches played.	Won on points.
St. Patrick	12	10
R. E.	12	10
Somerset	12	9
Garrison	12	5
Warders	12	4
C & P.O. Club	12	4
R.A. (H.K.)	12	1

Won on Drawn on Total points
games. games. gained.

8	2	28½
7	3	26½
8	1	18
4	4	18½
4	3	18½
2	4	12
1	1	3½

POLO.

CIVILIANS LOSE KOYLI
CUP.

The final match in the tournament
for the KOYLI Polo Cup was
played at Causeway Bay yesterday
afternoon, the finalists being the
P.B.L. and the Civilians, who lined
up as under:—

P.B.L.—Capt. Carmichael, Mr.
Bramwell, Mr. Worrall, and Mr.
Davidson.
Civilians—Mr. Stanton, Mr.
Gordon, Mr. Newbigging, and Mr.
Hoard.

It was a four chukka game and
when time was called no decision had
been reached, each side having two
goals. Play was accordingly
extended and after a very exciting
struggle the P.B.L. got
a long-range beautiful long shot from
the middle of the field, and this
scored the goal which was presented
to them by Mrs. Brown, wife of
Capt. W. D. Brown, D.S.O.

Sport Columns

BIG FIGHT IN
SHANGHAI.

Perstein May Beat
Crichton.

IMPROVED TECHNIQUE.

Shanghai, Sept. 26.
Herbert Perstein, of the United
States Marine Corps, stands a
better chance at the moment of de-
feating Jack Crichton, of the
British Navy, than he did three
months ago.

He has been training hard re-
cently and is in good condition for
the fight on Tuesday night.

It all depends on Perstein's use
of his left hand, his trainers say,
and they base their conclusions on
what they saw of him up in Chefoo
a few weeks ago where he appear-
ed on a Navy smoker. Herbert
won the fracas by the proverbial
mile and though what his friends
have to say on the subject is to
be accepted at even half its value,
the leatherneck has shown con-
siderable improvement over the
summer.

Perstein is fighting Crichton for
the second time in an effort to re-
gain some of the prestige he lost
when the British boxer took a de-
cision over him three months ago
in a ten-canto affair at the Audi-
torium. Herbert was in good con-
dition and had no alibi. Jack
turned out to be the better man
but whether that can be said now
is an entirely different matter.

CRICKET.

SCHOOLBOYS IN FRIENDLY
GAME.

D. B. S. LOSE.

A team from Queen's College
journeyed to Kowloon yesterday
and defeated the Diocesan Boys'
School by 16 runs. Scores:

Diocesan Boys' School.	
J. L. Youngs, c. O. el Arculli,	19
b. Tait, b. Sufia, c. O. el Arculli,	14
b. Reed, b. Nazarin, c. Sufia,	1
F. R. Zimmern, b. Sufia,	6
G. A. Lee, l.b.w., b. Esmail,	7
White, c. b. Nazarin,	1
E. Wood, b. Tait,	0
G. Kotewall, b. Tait,	0
J. Willis, b. Nazarin,	0
J. Minham, b. Esmail,	0
G. T. Lee, not out,	0
Extras	5
Total	75

Bowling Analysis.			
	O.	M.	R.
Tait	10	1	31
Sufia	8	1	17
Nazarin	9	4	18
Esmail	2	0	4
Extras	1	5	0

Queen's College.

A. Hunt, run out,	10
D. Hunt, b. Esmail,	12
A. R. Su, a. c. Prata, b. Willis,	18
O. el Arculli, c. G. A. Lee, b. Prata,	4
Tauu Yun-pui, b. Prata,	7
M. el Arculli, c. Wood, b. Prata,	17
C. E. Abbas, not out,	4
C. Nazarin, c. b. Willis,	4
F. R. Abbas, c. Wood, b. Kotewall,	0
E. Kitchell, b. Willis,	2
Extras	8
Total	91

Bowling Analysis.			
	O.	M.	R.
Wood	8	1	0
Zimmern	4	1	4
Prata	11	5	23
Reed	4	2	9
Willis	4	1	12
Kotewall	1	5	0

The following have been selected
to represent the University 2nd
XI in a friendly cricket match
against the R.A.S.C. on Saturday,
October 4, on the University
Ground at 2 p.m., sharp.

K. T. Loke (Captain), A. A. Aziz,
A. T. Nomanbhoy, H. Nomanbhoy,
P. L. Tan, P. N. da Silva, G. S.
Scully, R. Leong, M. Yahyaboy,
W. Hunt, E. Gosano.

V.R.C. AQUATICS.

CHAMPIONSHIP EVENTS
DECIDED.

Two aquatic championship events
were decided yesterday evening at
the Victoria Recreation Club. L.
Ferreira winning the 440 yards
honour in 5 mins. 57 secs. There
were only four competitors in this
event, and S. V. Giffins took second
place.

In the 100 yards, the polo ball
event, Wong Shing-ching captured
the victory, throwing the ball to a
distance of 12 feet 6 inches. There
were only two entries for this con-
test, and Wong Shing-ching was de-
clared the winner.

BIG RECORDS IN
BASEBALL MATCH.

Crowd of 40,000 Queues
Up for Two Days.

PHILADELPHIA WINS.

Philadelphia, Yesterday.
In the presence of President
Hoover and a crowd of
40,000, the first of a series of
seven games for the world's
baseball championship, was played
to-day, queues of en-
thusiasts forming up for 48 hours
before the gates opened.

The result was:—Philadelphia
Athletics 5, Saint Louis Cardinals
2.

The Athletics created a series
of records, scoring five hits from
the Cardinals' pitcher, all for ex-
tra bases. "All were converted
to runs."

The second game will be played
to-morrow. — Reuter's American
Service.

Our Sports Diary

LOCAL.

Aquatics.—Saturday.—South
China A.A. Harbour Race,
Channel Rock, 2.30 p.m.

Football.—To-day.—Referees'
Association, Monthly Meeting,
5.30 p.m.; Garrison League—
R.A.O.C. v. 20th Battery, Royal
Artillery; "D" Co. Argyls v.
"E" Co. Somersets; R.A.M.C.
v. "A" Co. Somersets.

To-morrow.—Garrison League
—Headquarters Co. Somersets
v. R.A.S.C.; "A" Co. Argyls
v. 31st Battery, R.A.

Saturday.—First Division—
(4.30 p.m.)—Navy v. Royal
Artillery, Stadium; Club v.
Chinese, Club; Argyls v.
Police, Sookumpoo; South
China v. Recrolo, Caroline
Hill; St. Joseph's v. Kowloon,
(8 p.m.) Second Division—
Navy v. St. Joseph's, Stadium;
Somersets v. Club, Sookumpoo;
University v. Chinese, Club;
Eastern v. South China, St.
Joseph's; Recrolo v. Royal
Artillery, Recrolo; Kowloon v.
Argyls, Kowloon; Third Divi-
sion—(8 p.m.)—Royal En-
gineers v. Somersets; Fukien v.
South China; Royal Air Force
v. Ewo; R.A.S.C. v. R.A.O.C.

Hockey.—Saturday.—Wo-
men's Practice, Naval Ground,
2.30 p.m.

Athletics.—To-day.—
Volunteers Sports—Preliminary
Heats, Murray Parade
Ground, 5.15 p.m.

Saturday.—Volunteers' An-
nual Sports Meeting, K.C.C.
Sunday.—Entries Close for
Relay Race, Club de Recrolo
Sports.

Racing.—October 10 and 11
—Eighth Extra Race Meeting.
Swimming.—To-day—
Garrison Schools Sports,
V.R.C., 4.30 p.m.

Lawn Bowls.—To-morrow
Yacht Club Game.

Saturday.—C.C.C. v. The
Rest of League, 4 p.m.

Sunday.—Inter-Departmental
Contest, Education Depart-
ment v. Sanitary Department.
October 18.—Taikoo R.C.
Closing Day and Presentation
of Prizes.

Tennis.—Saturday.—Entries
close for L.R.C. Tournament.
October 28.—First Rounds
of L.R.C. Tournament close.

Baseball.—To-morrow.—In-
ter-Faculty match, University
—Engineers v. Arts, 4.15 p.m.
Baseball.—Saturday.—South
China v. Filipino Club.
Sunday.—Japanese v. Texa-
co.

Cricket.—Saturday.—I.R.C.
II v. R.E., Sookumpoo, 2 p.m.;
University II v. R.A.S.C.,
Pokfulam, 2 p.m.

Sunday.—C.C.C. v. Argyls;
I.R.C. v. W. C. Hung's XI,
Sookumpoo.

Golf.—Saturday and Sunday
—Captain's Cup, K.C.C.
Sunday.—Captain's Cup,
Fauling.

October 12.—Gymkhana Race
and presentation of prizes,
K.C.C.

October 10-12.—Boxing Pool,
Fauling.

Fencing.—Monday.—Royal
Hong Kong Yacht Club, 5.15
p.m.

W.H.A.S.—Tuesday.—St.
Patrick's Club Drive, 8.30 p.m.
Boxing.—October.—Boxing
Association, annual meeting
Jardine's Matheson's Board
Room, 5.30 p.m.

October 12.—Somersets v.
Argyls, Murray Harrocks.

HOME.

Racing.—October 15.—The
Gerrardville Newmarket.

SWIMMING GALA.

SOUTH CHINA ATHLETIC HOLD
MEETING.

NEW RECORDS.

The South China Athletic Asso-
ciation held their aquatic meet-
ing yesterday at North Point in the
presence of a large gathering of
interested spectators, and some
keen contests were witnessed.

The following are the results of
the various events:

200 metres invitation relay race for
ladies.—1. Chinese Athletic Association
2. South China Athletic Association.

50 metres free style for men, (chan-
pionship).—1. Chan Ki-chung, 30 secs.
(record). 2. Kam Hop-yee.

100 metres breast stroke for child-
ren under 15, (handicap).—1. Ko Che-
uk, 2. Luk Tat-yuen.

200 metres breast stroke for men,
(handicap).—1. Wong Sul-hung, 2.
Luk Tat-hung.

50 metres free style for children
under 12, (handicap).—1. Chan Woon-
king, 2. Au Kwok-ki.

100 metres back stroke for men,
(handicap).—1. Yeung Hong-wah,
(championship). 2. Chung Wing-kwong.

400 metres free style for ladies,
(championship).—1. Yeung Shau-king,
7 mins. 58 secs. (record). 2. Un Pul-
cheung.

Diving competition for men.—1. Lam
Che-chai, 2. Chan Ping-hung.

100 metres back stroke for men,
(handicap).—1. Yang Wah-fai, 2. Li
Hon-ki.

100 metres breast stroke for ladies,
(handicap).—1. Cheung Tsoi-fong, 2.
Ching Wei-chung.

200 metres breast stroke for men,
(championship).—1. Wong Ki-chow, 3
mins. 20 secs. (record). 2. Chan Ki-
chung, 3 mins. 24 secs. (record).

50 metres back stroke for children
under 15, (championship).—1. Luk
Tat-chuen, 2. Ko Cho-ki.

100 metres back stroke for ladies,
(championship).—1. Yeung Shau-
king, 1 min. 53 7/8 secs. (record). 2.
Un Pul-kun, 1 min. 59 7/10 secs.
(record).

Officials' race, (100 metres free
style).—1. Leung Sul-sang, 2. Yeung
Chu-nam.

200 metres Boy Scouts relay race—
14th Troop.

FOOTBALL.

SOMERSETS DEFEAT SOUTH
CHINA.

POLICE R.C. LOSE.

Two friendly soccer games were
played yesterday afternoon in
which the two first strings of the
local Chinese teams were seen in
action, the South China against
the Somersets and the Chinese
Athletics against the Police.

In the first game, which was
played at Caroline Hill, the
"Sets" accounted for South China
by two goals to one. All three
goals were scored in the first half.

Rayson gave the infantrymen the
lead early in the match, and later
again found the net from a beauti-
ful forward pass by Bewley-Bull,
the combination between the two
forwards being very pretty to
watch.

Fung King-cheong scored
for South China with a fast low
shot just before half-time was
called. In the second half both
sides made changes and no further
goals were scored.

The Chinese Athletics were at
home to the Police at the Stadium
and won comfortably by four goals
to one. In the first half the
Chinese scored three times, the
Police replying with their only
goal. The second half was more
evenly contested, although the
Chinese scored a fourth goal be-
fore the final whistle. The Police
played three new men in Thorpe,
Perkins and Forrester and they
shaped well.

The second strings of South
China and the Somersets also met
in a friendly game yesterday,
prior to the senior game. The
"Sets" Reserves were also a little
too good for the Chinese and
scored a creditable victory by two
goals to one. Honours were even
in the first half, both sides scoring
once. The "Sets" had more of the
game in the second half and scored
once without reply.

Referees' Meeting.
The monthly meeting of the Re-
ferees' Association will be held in
the H.K.F.A. Offices, French Bank
Building, at 5.30 p.m. to-day.

Club Teams for Saturday.
The following teams have been
selected to represent the H.K.F.C.
on Saturday.

First Eleven v. China Athletic on
the Club ground, Kick-off 4.30 p.m.
Rodger, Whipples, Bishop, McBride,
Segalen, Watson, Bell, Strange,
Goldman, Duncan, and Wallington. Re-
serves: Sidner and Strange.

Second Eleven v. Somerset Regt. at
Sookumpoo. Kick-off 8.30 p.m.—Wilson,
Stoker, Potoloff, Hynes, Panchen,
Krivsky, Fowler, Gray, Kide, Smith
and Tavelen. Reserves: Denny and
Hepper.

The chief use which I have found
for an international alliance in driving
is in combating a right to left wing,
British players having grown ac-
customed to bothersome breezes are
audacious enough to ride a wind of
this kind with a pull or hook, and
thereby gain considerable length—
Bobby Jones.

RUGBY FOOTBALL.

UNION AND LEAGUE
RESULTS.

BRISTOL WIN.

London, Sept. 19.
The following are the results of
the principal matches played under
Rugby Union rules to-day:—

Harlequins 0 Wasps 8
Cardiff 14 Bristol 28
Newport 6 Cross-Keys 6

The Harlequins' defeat at the
hands of the Wasps is explained
by the fact that they were poorly
represented.

At Cardiff the home club led by
11 points to 8 at half-time but
Bristol were thereafter markedly
superior.

Newport's handling was uncer-
tain, both defences gave no quar-
ter.

The following are the results of
the matches played under North-
ern Union Rugby Rules to-day:—

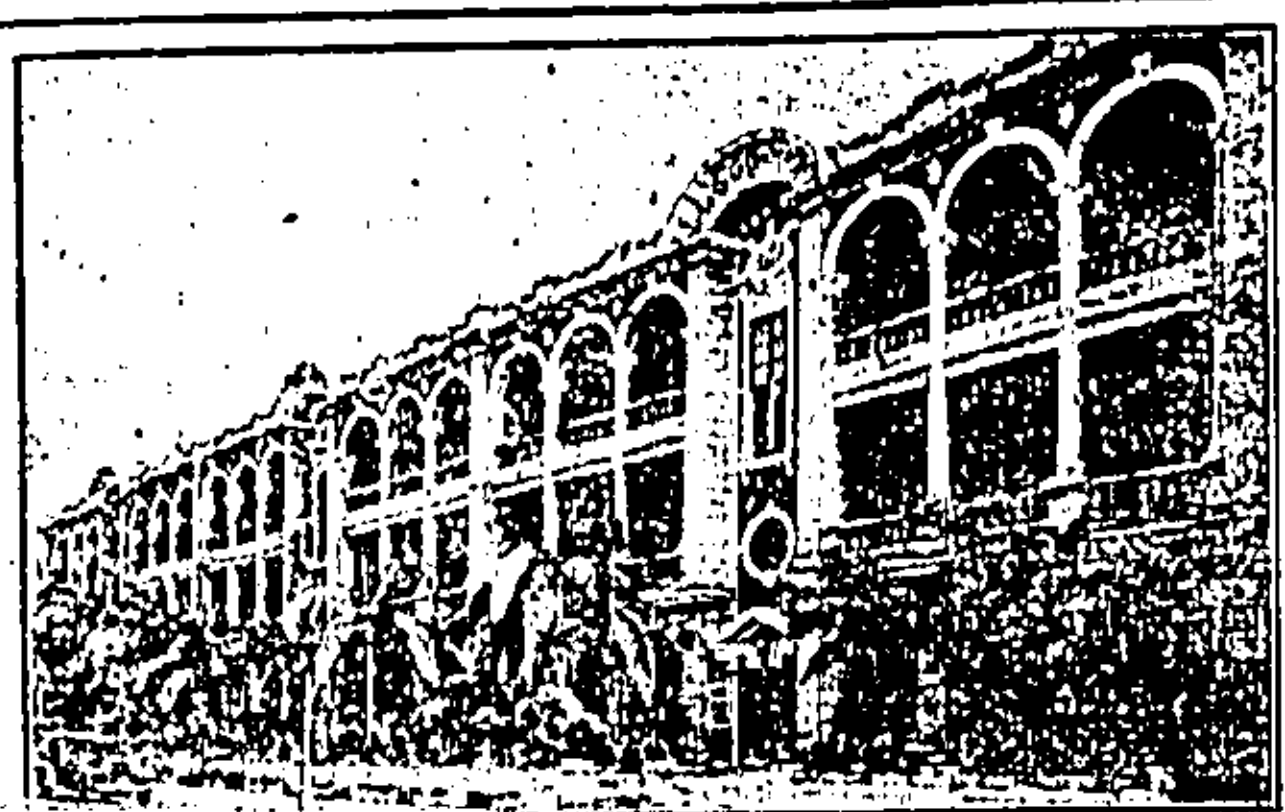
Bradford N. 7 Rochdale 10
Broughton 8 Barrow 8
Dewsbury 5 Batley 5
Featherstone 9 Halifax 12
Huddersfield 9 Castleford 5

Hull 0 Warrington 10
Hunslet 12 Bramley 9
Keighly 4 Leeds 13
Leigh 11 Hull K. R. 0

St. Helens R. 2 Oldham 7
Swinton 12 St. Helens 3
Widnes 0 Salford 3
Wigan 3 Highfields 9
York 7 Wakefield 6

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POST OFFICE NOTICE.

The entrance to the Parcels Delivery Section of the General Post Office is now in Des Voeux Road opposite Messrs Whiteaway & Laidlaw's Store.
Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAILS

THURSDAY, OCTOBER 2.
Shanghai and Amoy Nanchang.
Europe via Negapatam (Letters only, London, Sept. 4) Hakozaki Maru
Japan Buenos Aires Maru
SATURDAY, OCTOBER 4.
Shanghai and Swatow Szechuen.
U.S.A., Honolulu, Japan and Shanghai (San Francisco September 5) & Europe via Siberia (London September 15) Pres. Johnson.
Australia and Manila Nellore

OUTWARD MAILS

For THURSDAY OCTOBER 2. Per
Swatow Hydrangea 3 p.m.
Saigon Shun Chih 4.30 p.m.
FRIDAY, OCTOBER 3.
Straits, Ceylon, India, Mauritius, E. & S. Africa and *South American Ports Buenos Aires 9.30 a.m.
Shanghai, Japan & *Europe via Siberia Hakozaki Maru 10.30 a.m.
Manila, *Australia (except Places North of Brisbane), and *New Zealand via Thursday Island
St. Albans (Due Thursday Island, Oct. 18.)
Parcels Oct. 3, Noon.
Registration 1.45 p.m.
Letters 2.30 p.m.
Taka Oct. 3, 12.30 p.m.
Letters 1.30 p.m.
Hatching 1 p.m.
*Straits & Calcutta
Swatow, Amoy and Foochow
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe, via Marseilles
K.P.O. Registration Oct. 3, 4.30 p.m.
Letters 4.30 p.m.
Tourane Chung Kong 5 p.m.

*Superscribed correspondence only.

DO ANIMALS THINK THINGS OUT?

Trained to do Reading and Arithmetic.

GERMAN WONDER HORSES.

Do animals reason? Only people who have never kept intelligent dogs reply carelessly that what passes for thinking is nothing but animal instinct.

Most people who have intelligent pets have witnessed some displays of what seems like "thinking things out," but there has been nothing so far to equal the marvellous powers developed in the Elberfeld horses. These horses learned to do arithmetic.

We have all seen performing horses at circuses that have been taught certain tricks but it was not until the year 1890 that a Dutch horse breeder, Herr Van Osten, observing that one of his horses called Hans, showed signs of unusual intelligence, began to teach the animal as if it were a child.

This was the beginning of a movement by psychologists in all parts of the civilised world to make a serious study of the intelligence of the horse and dog, and to a lesser degree of the chimpanzee.

Within a short time Van Osten had taught Hans to add and subtract, the horse giving its answers by hoof taps.

Hans' fame soon spread all over Germany. Professors, veterinary surgeons, heads of zoological gardens, and cavalry officers poured into Elberfeld, and a commission of enquiry was instituted.

Doctor's Tests.
Celebrated doctors drew up a report to the effect that Hans could accomplish simple subtraction, multiplication, and division, and also answer questions by means of hoof taps, the number of taps coinciding with previously selected letters of the alphabet.

The doctors all declared there could have been no trickery, since the same results were obtainable whether Van Osten was present or not; but at the same time they admitted that the horse could only perform these wonders of memory and intelligence when those present knew the results of the sums beforehand, or the answers to the questions.

In order to find some rational explanation of these astonishing facts, Herr Kraill, a rich merchant of Elberfeld (Germany), who was greatly interested in the experiments, purchased Hans, and a little later bought two young Arabian horses called Muhammed and Zarif. He employed the same method of training them as Van Osten had used, teaching them as he would a class of kindergarten children, intelligently and affectionately.

Within a short time he obtained the most surprising results, and became thoroughly convinced that horses are really "thinking" animals. He found that Hans could give answers equally correctly in the dark and in daylight. In the case of Muhammed and Zarif the lessons lasted from one to one and a half hours daily, the horses being taught to tap units with one foot and tens with the other.

Thirteen days after his first lesson Muhammed correctly solved a series of additions, such as one plus five equals six, two plus four equals six, and even subtractions such as eight minus three equals five.

Later the animal accomplished simple multiplication and division of single figures, and some few days afterwards passed on to calculations involving fractions.

Some seven months from the time he started learning Muhammed was able to extract simple square and cube roots.

Meanwhile he had learned to read, spelling out the words by tapping with his hoof the number corresponding to the letter indicated.

In the same way, Zarif was also able to spell out words which he had never seen written.

Hoof Tap Signal.

It was noticed that he combined the letters phonetically to coincide with the sounds heard, and often suppressed the vowels, but would add them correctly when told to do so!

Noticing that the horses often tapped with their hoofs when no lessons were being given, Herr Kraill noted them to see whether they meant anything in accordance with the conventional alphabet they had learned.

He found that such was actually the case! One day, having told Muhammed he should have some carrots, the horse of his own accord tapped out "funus" for "funf" or five; and on another occasion he spelled out "John hfr gbn," which his own understanding meant "John hafe geben," or "(Let) John give (me) oats."

These particulars are taken from a lecture delivered by Dr. de Vesme.

These "Elberfeld horses" were visited by many scientists, who were satisfied that there was no deceit or fraud.

Herr Kraill gave them every opportunity to make what tests they wished. Some tests, however, indicated that other factors entered into the problem, making its solution vastly more complicated.

Professor Claparede, of the University of Geneva, examined the phenomenon more exhaustively than the others, and the results he obtained were for the most part negative.

Sometimes the horses gave correct answers when their groom was present, sometimes they did not, and when he was alone with them none seemed able to give correct replies.

Then the celebrated author and playwright, Maurice Maeterlinck, tried what he could do with them, alone or with their groom present, and in every instance the answers given were correct!

Telepathy Theory.
How can that be accounted for? If it be a question of telepathic communication between the examiner and the horse, as is undoubtedly the case between certain human beings, the solution might be comparatively easy.

It is possible from what we know of Maeterlinck that he would be far more likely to be "in sympathy" with an animal than would a person not naturally gifted in that way.

But how can we account for those cases in which the horses' replies were correct when neither the examiner nor any one else present knew what the figures were on the cards which the horses were told to add, subtract, or reverse in their order.

The whole thing is inexplicable. Alas! with the outbreak of the great war the Elberfeld horses were commandeered by the German military authorities, and suffered the same fate as thousands of other unfortunate animals.

YANKEE FANTASY.

"59 MEN WHO RULE THE UNITED STATES."

New York, Aug. 21.

Mr. James W. Gerard, the former United States Ambassador to Germany, has issued a list of "59 men who rule the United States," which is given prominence here. The men he names, Mr. Gerard says, could "make England the financial giant America now is."

The list is composed exclusively of financiers, business men, and owners or directors of newspaper enterprises and film concerns. The only men in it who could be described as politicians are Mr. Mellon, the Secretary of the Treasury, Mr. John J. Raskob, chairman of the Democratic National Committee, and Mr. Samuel Insull, who has taken an active part in the politics of Chicago and the Middle West.

These three are business men to whom politics are almost incidental. The men named on his list rule, according to Mr. Gerard, by virtue of their ability. They themselves are too busy to hold political office, but they determine who shall hold such office.

Mr. W. R. Hearst appears on the list but not President Hoover.

EXCHANGES.

TO-DAY'S QUOTATIONS.

Bank, wire	1/8 7/16
Bank, on demand	1/8 7/16
Bank, 4 months' sight	1/8 9/16
Credit, 4 months' sight	1/4 1/2
Documentary, 4 months' sight	1/4 1/2
On demand	795
Credit, 4 months' sight	835
On New York	31 1/4
Credit, 60 days' sight	32 3/4
On Bombay	86 1/4
Wire	86 1/4
On demand	86 1/4
On Calcutta	86 1/4
On Singapore	55 1/4
On Manila	63
On Shanghai	Tls. 80 1/4
Dollar	8 1/4 % dis.
On Yokohama	63 1/4
Sovereigns (Bank's buying rate)	1/4 1/16
Silver (per oz.)	16 3/4
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal.
Copper Cents	3 1/2 prem.
Rate of Native Interest	2 1/2 % p.a.
Chinese Sub. Coin	2 1/2 % dis.
Hong Kong Sub. Coin	Par.

PAUL EHRLICH.

PRIZES OFFERED TO RESEARCH WORKERS.

"SALVARSAN" REMEDY.

Over twenty years have passed since Paul Ehrlich made his first report on the results of his remedy "Salvarsan" to the Congress of Scientists and Physicians, which met at Konigsberg. The same Society is again meeting in Konigsberg, and looking back, has to admit that Ehrlich's cautious prophecies have been far surpassed.

"Salvarsan" has effected a noteworthy retrogression of disease all over the world. Mrs. Hedwig Ehrlich has established a "Paul Ehrlich Foundation" in memory of her husband. This has a fund of about 85,000 marks at its disposal which is administered by the Union of Friends and Promoters of the University of Frankfurt. From the interest of this fund prizes or scholarships are to be given to authors of valuable works in the field of experimental and chemotherapy, haematology, clinical bacteriology, doctrine of immunity, cancer research, etc. These Paul Ehrlich prizes and scholarship will be given preferably to young research workers. The administrative council, which decides on the allocation, includes the President of the Union of Friends and Promoters of the University of Frankfurt as chairman and the Dean of the Medical Faculty of the University of Frankfurt as vice-chairman.

Further the first Council of the Foundation has as members: Professor Heubner, Privy-Councillor Neufeld and Privy-Councillor Willstaetter. From time to time other scientists can be co-opted as experts. The secretary is Dr. L. Benda. In addition a gold Paul Ehrlich medal has been struck which will only be presented for special achievements in the field of biology. This medal was presented for the first time to Professor K. Landsteiner, of the Rockefeller Institute, New York, in recognition of the opening up of large fresh fields by his discovery of the human blood-groups. Dr. K. Waldschmidt-Leitz, Professor at the German Technical High School at Prague, received the Paul Ehrlich prize in recognition of his successful prosecution of the Ehrlich researches on immunity.

While watching the atrahip-R100 pass over Wotton-under-Edge, Gloucestershire, Mr. Edward Lill, aged 66, a member of the Chipping Sodbury District Council, fell dead.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 2nd Oct., 1930.

STOCK	Buyers	Sellers	Rate	Notes	Fin. Post	Last dividend and when paid
Banks.						
Hong Kong Bank	1515			Dec.		(Interim 25% a/c 1929) Aug. 11, 30
Chartered Bank	17			Dec.		(Interim 7% free 1/100 a/c 1929) Sep. — 30
Mercantile Bk., Ltd.	203			Dec.		(Int. 2 1/2% a/c 1930/1931) Sep. — 30
Bank of Asia	110			Dec.		(Int. 2 1/2% a/c 1930/1931) Feb. 23, 30
Insurance.						
Canton Ins.	1050			Dec.		(Final 25% for 1929) May 15, 30
Union Ins.	447			Dec.		(Interim 10% a/c 1929) May 30, 30
China Underwriters	265	280		Dec.		(Final 10% for 1929) May 30, 30
China Fire Ins.	100			Dec.		(Final 20% bonus 40% for 1929) May 30, 30
H. K. Fire Ins.	1080			Dec.		(Int. 2 1/2% a/c 1929) Mar. 25, 30
Shipping.						
Douglas	281			Dec.		Last dividend for 1929
H. K. Steamboats	30			Dec.		(Int. 2 1/2% for 1929) Mar. 4, 30
Indo-China (Pref.)	30			Dec.		(Int. 2 1/2% for 1929) June 19, 29
Indo-China (Def.)	32			Dec.		Last dividend for 1929
Shell Transports	89 1/2			Dec.		(Int. 2 1/2% for 1929) July 8, 30
Union Waterboats	32			Dec.		(Int. 2 1/2% for 1929) Mar. 10, 30
Mining.						
Benguet				Dec.		(Interim 10% bonus 10% for 1929) June 30, 30
Kailan Mining Ad.	96 1/3			June		(Interim 10% for 1929) June — 30
Langkat	84			Dec.		(Int. 2 1/2% for 1929) May 8, 30
S'hai Exploration	130			Dec.		None
Loans	6 1/2			Dec.		(Interim 2 1/2% a/c 1930) July 1, 30
Raubs	23 1/2			Mar.		(Final interim 10% for 1929) Sep. 23, 30
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	160			Dec.		(Int. 2 1/2% for 1929) Mar. 13, 30
H. K. & W. Docks	35			Dec.		Last dividend for 1929
China Provident (old)	510			Dec.		Last dividend for 1929
China Provident (new)	255			Dec.		(Int. 2 1/2% a/c 1930) Sep. 12, 30
Hongkew	480			Dec.		(Int. 2 1/2% for 1929) Sep. 12, 30
N. Engineering	730			Dec.		(Int. 2 1/2% for 1929) Sep. 12, 30
Shanghai Docks	122			Apr.		(Int. 2 1/2% for 1929) July 30, 30
Land, Hotels & Buildings.						
H. K. & S. Hotels	111	113 1/2		Dec.		(Int. 2 1/2% for 1929) Apr. 7, 30
H. K. Lands (old)	74 1/2	75		Dec.		(Int. 2 1/2% a/c 1929) Aug. 3, 30
H. K. Lands (new)	79 1/2			Dec.		(Int. 2 1/2% a/c 1930) July 31, 30
Shanghai Lands	305			Dec.		(Int. 2 1/2% for 1929) May 7, 30
Humphreys	16			Dec.		(Int. 2 1/2% for 1929) Sep. 4, 30
H. K. Realities	8 1/2			Dec.		(Int. 2 1/2% a/c 1930) July 21, 30
Chinese Estates	87			Feb.		(Int. 2 1/2% for 1929) July 21, 30
Cotton Mills.						
Ewo Cottons	121			Dec.		(Final T. 5% a/c 1929) Mar. 17, 30
Shanghai Cotton	83			Dec.		(T. 2 1/2% old) for half year (T. 2 1/2% new) 20-1-30 May 28, 30
Zoong Sings	10 1/2			June		(T. 2 1/2% for year 20-1-30) Pending
Public Utilities.						
H. K. Tramways	18	18 1/2		Dec.		(Int. 2 1/2% a/c 1929) Aug. 27, 30
Peak Tram (old)	18 00			Apr.		(Int. 2 1/2% a/c old) for year (Int. 2 1/2% a/c new) 20-1-30 June 18, 30
Star Ferry	80			Dec.		(Int. 2 1/2% for 1929) Feb. 14, 30
China Light	211	212		Sept.		(Int. 2 1/2% a/c 1929) May 12, 30
H. K. Electric	78 00	79		Dec.		(Int. 2 1/2% for 1929) Mar. 13, 30
Macao	23			June		None
Sandalan Light	111			Dec.		(Int. 2 1/2% a/c 1929) Aug. 1, 30
H. K. Tels. fully paid	22 1/2			Dec.		(Int. 2 1/2% for 1929) Feb. 25, 30
China Buses	12 1/2			Dec.		(Int. 2 1/2% for 1929) Feb. 25, 30
S'pore Tractors (Ord.)	8 1/2			Sept.		(Int. 2 1/2% on preference shares) subject to income tax Feb. 6, 30
Industrials.						
China Sugars	110			Dec.		In liquidation
Malayan Sugars	27			Dec.		(Int. 2 1/2% for 1929) Apr. 11, 30
Cold Macg. Ord.	10 1/2			Dec.		(Int. 2 1/2% for 1929) Apr. 30, 30
Canton Ice	3			July		None
Cements (com.)	17 60	17 1/2		Dec.		(Int. 2 1/2% on old) for 1929 Mar. 19, 30
China Cement	5 1/2			Dec.		Last dividend for 1929
H. K. Ropes	10 80			Dec.		Last dividend for 1929
United Asbestos	5			Dec.		Last dividend for 1929
Stores, &c.						
Dairy Farms C/R	26 60	26 40		Dec.		(Int. 2 1/2% for 1929) Mar. 14, 30
" X/R	8			Oct.		(Int. 2 1/2% for year 20-1-30) Mar. 31, 30
" Rights	8 1/2			Oct.		Last dividend for year 20-1-30 May 15, 30
Watsons	11 00			Dec.		(Int. 2 1/2% for 1929) June 10, 30
Der A Wings	1			Feb.		Last dividend for year 20-1-30 May 15, 30
Lane Crawford	8 1/2			Feb.		(Int. 2 1/2% for year 20-1-30) June 10, 30
Mackintosh	11 60			Feb.		(Int. 2 1/2% for year 20-1-30) June 10, 30
Sincere	11 60			Feb.		(Int. 2 1/2% for year 20-1-30) June 10, 30
Wm. Powell	2 85			Feb.		(Int. 2 1/2% for year 20-1-30) June 10, 30
Miscellaneous.						
H. K. Amusement	10			Mar.		(Int. 2 1/2% for year 20-1-30) Sep. 27, 30
Ch. Entertainment	10			Mar.		(Int. 2 1/2% for year 20-1-30) Sep. 27, 30
H. K. Constructions	2 40			Dec.		None
B. Ind. G. Bonds	62 1/2			Dec.		Interest built up
H. K. Govt. Loans	9 1/2			Dec.		Interest built up

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The General Electric Co., Ltd. and Andersen Meyer & Co., Ltd.

MOTORISTS THIS IS YOUR PAGE

RARE is the man who isn't feeling the pinch of hard times. Temporarily prosperity has deserted us, and when times are hard the natural inclination is to cut expense; and that is exactly what most of us are doing right now.

Isn't it quite true that if you can find a product — no matter what it may be — that will go twice as far or last from two to three times as long, you are saving money? And isn't it also true that if you can make an engine carry full load on lower consumption of fuel and lubricating oil, you save money? And again, isn't it true that repairs are expensive, and also that adequate protection against repairs is a saving?

Cheap lubricating oil, like any other cheap product, naturally lacks in quality. Quality costs money, but quality saves money. Quality costs money, but quality saves money. Quality costs money, but quality saves money.

Gargoyl Mobiloil, while a trifle more expensive than the ordinary run of motorcar engine lubricating oil, yet produces, it lasts from two to three times as long as the average motorcar engine lubricating oil. Although the use of Gargoyl Mobiloil reduces gasoline consumption, the engine nevertheless delivers full power.

Elimination of abnormal friction minimizes the danger of premature wear and consequent unnecessary repairs or replacements.

Especially during hard times does it pay to use the best motorcar engine lubricating oil.

Drain off the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyl Mobiloil.

BAD TIMES



VACUUM OIL COMPANY

BRITAIN IN FRONT.

Sir Frederick Royce's Career.

That British motor cars should finish first, second, third and fourth in the recent 24-hours race at Le Mans is a matter upon which the British motor industry has every reason to feel satisfied, for to cover 1,819 miles in 24 consecutive hours, at an average speed of over 76 miles an hour, means not only brilliant and successful driving but a degree of design and workmanship in producing cars of standard pattern which it is almost impossible to surpass.

It is perhaps fitting at such a time to remember two of the outstanding personalities in connection with the British motor industry who have helped to a considerable extent in placing British motor prestige in the position in which it stands to-day. Of these two, one has demonstrated what British design construction and workmanship can accomplish when in the hands of a fearless and intrepid driver, while the other has succeeded in adding the name of the product with which he has been associated to the world's vocabulary as a phrase indicating the highest degree of efficiency, value and all-round performance.

The former has unfortunately paid the supreme tribute in succeeding in adding another notable triumph to British engineering, and the British motor industry is poorer by his loss.

Major Sir Henry Segrave was born in 1896 and after being educated at Eton and Sandhurst, served in the Great War, being wounded three times and mentioned in despatches. It was not until 1920 that he made his first acquaintance with a racing car in Great Britain at Brooklands, but he quickly showed his skill as a pilot and rapidly added many successes to his initial victory. His driving, both in Great Britain and on the Continent, soon became an outstanding feature, and when in 1925 he won the second time the Grand Prix de Provence, and the 200-mile race at Brooklands, he gave him but a month to live.

speed trials at Boulogne in establishing the world's record for such events on the road by covering four miles at an average speed of 140.146 m.p.h. on a 12-cylinder Sunbeam.

The culminating stage of a wonderful racing career was in 1927, when at the wheel of the 1,000 h.p. Sunbeam he made his mark on the scroll of fame as the first man to travel at more than 200 m.p.h. on land. When the World's speed record was subsequently wrested from Capt. Malcolm Campbell he again stepped into the breach and at Daytona on March 11, 1929, he placed the record firmly in the hands of Great Britain by driving his Napier-Lion engine "Golden Arrow" at a speed of 231.36 m.p.h.

Sir Henry has turned his attention to Motor Boat racing and it was his ambition to secure for his country the world's speed record on water, and it was in the fulfilment of this that he met with the tragic accident that robbed Great Britain of one of its most gallant sons.

Few men have done so much to establish and maintain British pre-eminence in motor engineering as Sir Frederick Royce, one of the three new Barons in the recent Birthday Honours. For as founder, director and Chief Engineer of Rolls-Royce, Ltd., he has been responsible for the evolution of cars and aero engines that are world-famous.

Indeed, honours are now crowding thick and fast on Sir Frederick, as only recently the Royal Aeronautical Society presented him with its medal for the most meritorious work of the year in recognition of his signal services to British aviation in connection with the now famous Sopwith S.6 which won the Schneider Trophy on the Solent last September.

The story of Sir Frederick's career is really that of Rolls-Royce itself. For no man has so lived for his work, and few in any walk of life have displayed even a fraction of his enthusiasm and endurance. Indeed, so wrapped up was he in his work that he neglected his health, and his health, in turn, neglected his work. Only the devoted attention of his friends prevented him from losing himself in his work, and it was only on one occasion that doctors

gave him but a month to live. Mr. Royce was born at Alwalton, near Peterboro', in 1863. Owing to the early death of his father he had, while still very young, to leave school and earn his living as a newsboy. Within a year, however, his brilliant promise enabled him to get more schooling. Subsequently he was apprenticed to a locomotive works.

When he eventually established the firm of Royce, Ltd., it was for the manufacture of electrical apparatus and it was not until 1903 that Mr. Royce seriously thought of making motor cars. He was already an owner-driver, but in characteristic fashion spent the greater part of the time taking the car to pieces to see how it could be improved.

Towards the end of 1903 he decided to build three experimental two-cylinder cars of a nominal 10 h.p. From the very beginning, with those first three cars, he set the standard by which all Rolls-Royce work is judged. "Good enough" had no meaning for him. Anything which was not perfect was at once rejected. He was never satisfied, but was always aiming at something better.

The first Royce car appeared early in 1904, but it was not until the end of that year that production began on a commercial scale. The then, separate firm of Rolls, Ltd., undertook to handle the whole of the output, which consisted of four models—a two-cylinder of 10 h.p., a three-cylinder of 15 h.p., a four-cylinder of 20 h.p., and a six-cylinder of 30 h.p. After a year or so, in 1907, production was concentrated on one model, only the 40/50 h.p. "Silver Ghost," which continued in production with modifications right up till 1925, an "Innings" of eighteen years.

The first of the present-day 20 h.p. models appeared in 1922—a type which has been continued ever since. Four years ago the "New Phantom" models superseded the "Silver Ghost" range, and last year 22 "coures," the "New Phantom," gave place to the "Phantom II."

The two firms, Royce and Rolls, joined forces in 1906 and in the following year that the works were moved from Manchester to their present home in Derby

4-WHEEL BRAKING.

System Feature of Willys Six.

The modern automobile may possess many admirable and desirable specifications but there are few features which are more sought after by the motoring public than a well-balanced braking system, according to the engineering staff of the Willys-Overland Company, which has just issued an especially prepared bulletin on the braking equipment used in the new Willys Six.

"A great deal of careful planning and consideration went into the braking equipment of the new Willys Six," this bulletin points out. "We realised full well how important good brakes are to an automobile to-day, especially so when the automobile is capable of such great speed as is this car. We determined upon duo servo four-wheel internal expanding brakes, in spite of the fact that this feature is seldom found on cars in the price class of the Willys Six."

"However, we were fully cognizant of the fact that automobiles to-day are driven in all kinds of weather and we wanted a braking system which operated as well in wet weather as it did in dry weather. The internal expanding brakes are utterly impervious to bad weather. The brakes cannot become wet and neither dust, rain, mud nor dirt may enter them and have a bad effect on the brake lining and, consequently, on the operation of the brakes."

"The four-wheel brakes on the new Willys Six provide the most perfectly balanced braking system available to-day. They have a total braking area of 148 square inches, which compares favourably with the total braking area on many higher priced cars. The brakes themselves are eleven inches. The advantages of the internal expanding brakes over the combination internal expanding front and external rear wheel brakes are many and obvious."

"Good brakes are a requisite on the modern high-powered, fast automobile and the brakes on the Willys Six will stop the car in 19 feet, at twenty miles an hour, with pedal pressure of only one hundred and twenty pounds, which is considerably less than the average pedal pressure applied by the ordinary motorist. This pedal pressure, it might be pointed out, is but half that applied for an emergency stop."

"Probably the most pleasing feature of these brakes is the fact that a normal application of pressure stops the car quickly but smoothly. There is no jarring, no surging forward of the occupants. The braking movement is balanced, harmonious, and more or less velvet-like. These brakes are easy to use, no trouble to take care of, and the life of the brake lining is far in excess of that used in the external expanding brakes."

NON-SKID SURFACE.

New Discovery of Great Importance.

A correspondent of the Autocar writes: Sir Basil Peto has emphasised that it is to hard stone that highway authorities must look for the desired non-skid surface for our roads. It is generally recognised that the larger the quantity and the gauge of the stone used in the surfacing material the less tendency there will be for the surface to become polished; but the use of a larger size or proportion of stone means using more efficient binding material to maintain a strong but resilient mosaic surface—that is necessary for a mere mixture of grit or gravel.

Considerable adhesive and elastic qualities are needed, and I suggest that our road authorities should investigate the use on the Continent and in many places in this country of a binding material lately discovered in the Island of Boston, in the East Indies, which material, on account of its unusual consolidating properties, and the fact that it can be used either by itself or to strengthen other binding materials, has received the unanimous commendation of the technical press. This is a discovery which will help us to produce the non-skid road which is so desirable, and will also help us to get the best possible use out of our native stone.

6,000 IDEAS.

Colossal Task for General Motors.

Further evidence as to the internationality of the automobile recently was made available in a report of the New Devices Committee of the General Motors Corporation showing that it examines an average of 6,000 new automobile devices a year, offered to the committee for adoption on General Motors cars by inventors from countries all over the world.

The flood of inventions, coming not alone from those countries upon the European and American continents where automotive manufacturing has seen its principal development, but from many countries without automobile factories, hastens the day when the automobile may be truly considered a child of the world and not of one or any half dozen countries as it was at its inception. In fact, the automobile at the present time has a truly international character, as is witnessed by the fact that the products of twenty-three countries go into the manufacture of a Chevrolet.

Only Few of Any Use. Naturally, only a few of the 6,000 devices which the General Motors committee examines annually, are found to be practicable, but the interesting point from the standpoint of the motorist is that the inventive brains of the whole world are beginning to be focussed upon the happy task of providing him an ever better car at lessening cost.

The New Devices Committee has organized as a central clearing house for all inventions submitted direct to General Motors Corporation. Instead of allowing a meritorious device to drift by a devious route through various channels, the New Devices Committee sees that it goes direct to the person most concerned and with a minimum amount of delay.

All kinds of devices are submitted—some of which are very valuable and others that are not technically or economically sound. In order that nothing of merit will be rejected without proper consideration a very minute inspection is given every device.

Patented Ideas. The Corporation is interested in receiving ideas or suggestions relating in any way to the manufacture or improvement of any of its various products. The great majority of devices submitted consist of articles or devices which have been patented or for which applications for patent are pending or are proposed to be filed, but frequently a device, article or idea is submitted which is not capable of any patent protection.

For this reason the Committee is loath to consider any idea or invention upon which its owner has not at least obtained the minimum of legal protection.

Inventors are promptly notified of the action of the committee and if the invention is of no interest they are so advised, but no reasons are ever given for such determination as experience has shown that discussions are not satisfactory to either side.

Should the invention be one of which the Corporation might be interested—the proportion of such inventions is very small indeed—the inventor is communicated with and before anything further is done an agreement is entered into with the inventor, clearly setting forth the terms upon which the Corporation will undertake its investigation and the compensation it will pay the inventor in the event of its being used.

A Big Risk. Typically the inventor focuses his attention on some part of a mechanism with which he is dissatisfied and usually adds a part to correct what he considers a faulty design. Rarely does he subtract something or simplify a part. If his invention "works" he is generally sure that he has discovered something greatly to be desired, but the fact that it "works" is not the only criterion of its value. It must meet the demands of production and sales and there is always difference between "working" and being able to duplicate it at a profit. This failure to take into account the demands of production and sales and economy in general, sometimes results in an unjustifiable waste of money and labour on the part of the inventor.

A NEW ROLE.

Commercial Chassis As Ambulance.

At one-time ambulance authorities would have looked askance at the use of commercial chassis for their vehicles. Luxurious "private" types were alone considered suitable. Nowadays, however, there is so little to choose between private and commercial chassis in the matter of refinement, comfort and safety that far from being unsuitable the latter possess definite advantages.

They are in the first place very much cheaper than private cars of sufficient size for the purpose. Their ample proportions, too, and their sturdier construction allow of roomier and more luxurious bodywork.

The latest addition, for instance, to the fleet of the Ipswich Division of the St. John Ambulance Brigade is mounted on a Commer G2 chassis fitted with Dewandre vacuum servo brakes.

The features, of course, which render this model particularly suitable for ambulance work are its six-cylinder engine and four-speed gear-box with silent third. Another point in its favour is its low loading line, which greatly eases the stretcher bearer's work and saves the patient unnecessary discomfort when lifted in or out.

The ambulance is designed to carry four stretcher cases, though five can be carried if necessary. Sorbo rubber takes the place of springs in the mattresses. The interior is heated from the exhaust, and special "purdah" glass is fitted to the bottom halves of the windows, allowing those inside to see out without themselves being seen.

UNIMPAIRED CARS.

New Steels and Alloys Go on for Ever.

Science is helping manufacturers to make a motor car that will never wear out.

Several notable advances made recently in metallurgy open up an encouraging prospect for owners of modest means who have to make their cars last until there is positively not another mile to be obtained from them.

A British firm has now perfected a steel that is so hard that it is impossible to scratch it with the finest file.

An experimental crankshaft for a four-cylinder engine was made and fitted to a British car.

10,000 Miles No Wear. The engine was treated in the harshest manner possible, and denied the proper amount of oil until one of the connecting rods seized solid to the crankshaft.

After the bearing had been freed, it was found impossible to detect by the most delicate measur-

ing instruments the slightest sign of wear after 10,000 miles running.

A new steel for lining the cylinder walls is so hard that the amount of wear after many thousands of miles is undetectable. It takes an extremely high-polish, so that there is great economy in lubricating oil, and a notable reduction in loss of power through friction.

Light and Strong.

A new aluminium alloy is nearly as strong as steel and even lighter than aluminium. Great secrecy has been maintained about its composition, but it is known to have many valuable properties of strength and recovery from "fatigue" that will enable manufacturers to use it for parts for which steel has hitherto been the only suitable metal, thus lightening the load and consequently the wear on vulnerable bearings.

A large number of British cars are already using a bearing that never needs lubricating and will last practically for ever.

With these advances, it should be possible to make roller and ball bearings that will never need renewing, the engine will never need attention except for adjustments and decarbonising, and with the general use of stainless steel and chromium plating, the only items that may need renewing in the car of the future will be the tyres and upholstery.

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VISCOUNTESS FINED.

Drives Without Lights and Licence.

Viscountess Adare, of the Gate House, Arlington Street, Piccadilly, was found guilty at Marylebone recently of driving negligently, and without lights, in the Edgware Road, whilst returning home after the Empire Ball at the Albert Hall at 3.25 a.m. She was fined £5 10s. with 5s. costs. She was also fined 10s. for driving without a licence.

Mr. N. Gillett, for the Commissioner of Police said that the defendant drove out of Upper Berkeley Street into the Edgware Road at a fast pace without giving warning of her approach, and without lights on her car. As a result a Mr. Manser, of Hampton Road, Leyton Stone, who was going along the main road at a moderate speed, had to accelerate and swerve to avoid collision with the defendant's car. In doing so he collided with a refuge.

Defendant did not stop, although a constable shouted and flashed his torch. Both Mr. Manser and his passenger were injured, and Mr. Manser had to be removed to hospital.

Taking It Calmly.

A station-sergeant said that when he saw the defendant she said that the other car came along at a very fast pace, and she heard a slight crash, but as she thought it had nothing to do with her she did not stop. "I think," she added, "I had lights, and the suggestion of dangerous driving is ridiculous. You are all short of a job." Asked to produce her driving licence, the defendant said, "I don't know where it is, and if I found it I am sure it is out of date."

The Viscountess, giving evidence, said that she had recently returned from South Africa, and had driven the car only twice since. That was why she forgot to renew her licence. She had been driving since she was 10 years old. She thought Mr. Manser lost his head.

Mr. Bingley, the magistrate, said that the evidence against defendant was overwhelming. As to her failing to stop it was possible that she did not know that her car was concerned in the collision.

£100 AND £60.

Demand Exists — Will It Be Met?

The £100 car has often been talked about in this country, but we still have not got it, says "Fingermark" in The Motor. The demand is there all right, which I think is indicated by the relatively high prices obtained for second-hand "baby" cars, showing that there is a very good demand indeed for cars which cost under £100. The lower the first cost of the car when new the lower the percentage of depreciation and the easier it is to sell it, especially when the running costs of the car are in proportion to its first cost. This is very important.

My point of view is that if and when the £100 car—a really practical, completely equipped vehicle, selling as a tourer, with side screens, for that sum—becomes not a probability but an actuality in this country, an enormous impetus will be given to the motor industry as a whole.

The annual sale of cars up to 8 h.p. is 45,580 (March, 1929, to February, 1930). I put the sale of the £100 car at three times that figure for the first year it is introduced, providing that it is a satisfactory vehicle, of decent appearance, economical to run, low in cost of insurance and tax and there are available adequate supplies during the best selling months of the year.

I believe that ultimately such a vehicle will be produced and I should look more to the motorcyclist than to the motor industry to produce it.

Let us go a stage farther and imagine that a car not so nicely finished, nor so well equipped, as the £100 vehicle I have in mind, were produced at £60, with possibly a two-cylinder engine and a simple type of transmission—a vehicle which I hold to be perfectly practicable. Is it not conceivable that hundreds of thousands of new motorists would be created—many of whom in time would want the £100 car or something higher up the scale?

FIGHT FOR MARKET.

U.S.A. Firm's Factory in London.

With the utmost secrecy preparations are being made by the immensely wealthy Dodge-Chrysler motor-car combine of America to fight, in the European markets, its world trade rivals, the Ford and General Motors Corporation, with a big factory at Park Royal, London (writes the News Chronicle motoring correspondent).

Production chiefs from the combine's factories in America have spent weeks in London and Europe studying the market and settling plans.

The latest conveyor assembly plant from America has been received in London, and it is hoped shortly to have it working on a progressive scale. Contracts, I understand, are being negotiated with British firms for the supply of as much British material as it is possible to use, and these contracts with sample goods are now undergoing rigid scrutiny by the heads of the combine in America.

Everything possible in body and chassis that can be made or assembled by British labour, or be supplied by a British firm, will be British in the forthcoming models of the two makes, the scheme being eventually to supply the whole of the European markets with these British-built cars.

No Politics.

The new scheme, which may have a revolutionary effect on the home market, in a number of directions has, I am told, nothing whatever to do with Tariff Reform, Empire Free Trade, the Safeguarding Duties, or any political move of any kind, but is simply a trading project brought about solely by the success of the Ford and General Motors plan of marketing British-built private and commercial motors in Europe.

American manufacturers have found that the trade slogan "British-built" has a formidable sales value on the Continent.

Trade experts who have seen the production plant for the new factory say there is nothing comparable with it in Britain as yet. The Dodge and Chrysler cars are two American makes which have always held a great reputation



"Just look back at that mountainous grade. We flew up here with no effort at all — and passed those other cars easily."

"Yes indeed, this new Buick brings a new thrill to motoring doesn't it? When you ride in it you understand why so many thousand motorists buy on Buick's reputation alone. They have confidence in Buick."

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TWENTY-FIVE PLYMOUTH CARS
AND 975 OTHER PRIZES

The contest is open to everyone except employees of the Chrysler Corporation. Come in and get the rules, entry blank and complete information. The contest opens today and closes at midnight October 20th. All you have to do is to acquaint yourself with the features of this fine low-priced motor car and write in your own language on the

reverse side of the entry blank why you think the Plymouth would be a good car for you—for anyone—to buy. We will gladly demonstrate the new Plymouth to you. Tell you about its outstanding features, its superiorities—to help you win one of these valuable prizes. Fine writing is unnecessary. But it is important to know the car.

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among British motorists in the home market, as well as in the Dominions.

General Motors came into the British motor market in force five years ago. They purchased the Vauxhall Company factory at Luton, and a few months ago, they decided to build there the Chevrolet.

Fords, as most people know, are pushing forward with a huge factory at Dagenham, Essex.

BRITISH

Thanks to the T.T. Contest.

British motorcycles were first second and third in the 500 c.c., 350 c.c. and 250 c.c. classes in the Motor-cycle Grand Prix of Europe, an international event of importance second only to the Tourist Trophy races, which was staged at Spa-Francorchamps, in Belgium. Although the British representatives had to compete against the cream of the Continental speedmen, British supremacy in the three classes mentioned was never seriously challenged.

In the 175 c.c. class, however, it was a different story, for the category was won by a German machine, with a British machine second.

Commenting upon this, Motor Cycling says:

"That the races should have enhanced once again the prestige of the British motorcycle is, naturally, a matter for congratulation on our part, and the fact provides additional evidence (if any were needed) that the T.T. is fulfilling its primary purpose of producing machines—and men—that will win wherever they compete against the best that the rest of the world can produce. It is a highly significant fact that the only class in the European Grand Prix to fall to the rider of a foreign machine was that restricted to 175 c.c. engines—and that, of course, is the only category for which the Isle of Man meeting does not cater."

Words of a Prophet.

At some time in the future motor manufacturers may operate for only ten months in the year, is the prediction of Mr. Henry Ford as a result of present day world conditions. The problem that requires attention at the moment is the opinion of Mr. Ford in that of providing steady employment for workmen engaged in the industry.

SPEED POINTS.

Educational Aspect of Motor Racing.

In a recent issue of a well-known British weekly a writer contributed an article with the avowed object of proving that the construction of ultra-high-speed cars, such as the "Golden Arrow," is undertaken solely for publicity, and affords no experimental information of any value to the designer of everyday motor cars, and that "nobody pretends that the records are of any genuine technical value to anybody."

That this view is erroneous becomes apparent to any one who has read extracts from the paper which Captain J. S. Irving, the designer of the world's speed record holder, the "Golden Arrow," recently read before the Institution of Automobile Engineers, Britain. In a plain, straightforward manner Captain Irving explains the construction of the "Golden Arrow" in detail, and reveals the forces which act upon a high-speed car. The following are some of the more important facts which emerge during the reading of the paper. First must be placed the world-wide effect upon British prestige produced by the achievement of securing the world's speed records on land and in the air during 1929. Secondly, the aerodynamic or stream lining aspect of high-speed car design has become widely recognized through the work done by Captain Irving, and this will undoubtedly react upon the shape and construction of ordinary cars. As highways improve, cruising speeds will increase, and it will become impossible to put up with the inefficiency of current modes, from the viewpoint of wind resistance.

A Summary.
The power needed to drive a car against this resistance depends, not only upon the pressure of the air upon the car, but is also proportional to the rate at which the car is travelling. After careful and perfect streamlining of the "Golden Arrow" it was calculated that at 250 m.p.h. it would take about 80 per cent of the power of the 100 h.p. engine to overcome wind resistance at this terrific speed, while in an ordinary saloon car, travelling at a speed of only 70 m.p.h., the same percentage of its power is used in overcoming wind resistance. No doubt car designers will be forced to study aerodynamics in connection

with ordinary cars; it has a very great effect also on petrol consumption. Furthermore, direct information concerning various features of construction was obtained in the course of designing and building the "Golden Arrow," which may briefly be summarised as follows.

Clutch: This carried six times the unit loading ordinarily permitted, and to secure light control a Devandre servo cylinder was employed; this method has since been adopted by a large Continental manufacturer for his big, powerful touring cars.

Steering: A complete solution to the wheel-wobble problem was secured by novel methods (applicable to any car), such as the use of reading rods, duplicated steering controls, and friction pads under the steering heads.

Tyres: A great deal of knowledge was acquired by the Dunlop Co. bearing upon cord construction for tyre covers, of which many motorists will eventually reap the benefit.

Miscellaneous: Information, since utilised for ordinary cars, was obtained concerning the design of brakes, running fits for working parts, thermostats, and other items of equipment.

"SPEED COPS."

Check Careless Driving, and Walking, Also.

One of the innovations which seems likely to materialize in connection with the Road Traffic Act is the employment of motorcycle or car-equipped police patrols.

Whether the system will be of the value which is at present estimated remains to be seen, states The Commercial Motor. Much of the trouble will depend upon the training given to the officers in question, whilst the general character of the men will have a good deal to do with the amount of success achieved.

The genuine road hog is, comparatively speaking, a rare avian in Britain, but instances of thoughtless road usage can be seen every day. In some cases these are due to lack of imagination and in others to thoughtlessness, and it is largely in the direction of countering these factors that the mobile police patrols will have to devote their attention. Vehicles travelling at a low rate of speed should be made to keep close to the near-side kerb, whilst cutting across corners

ROUND THE WORLD.

Motor-Cyclist Lost in London.

After travelling 23,000 miles round the world on a motor-cycle without serious mishap, Mr. J. Gill, a Bradford motor engineer, lost his way when he returned to London for an official welcome. He arrived at Australia House, Strand, nearly an hour late.

Mr. Gill, who had motor-cycled to Australia across Europe, Persia, India, and Malaya, and had returned via Canada and the U.S.A., was due to arrive at Australia House at eleven a.m. to hand to Sir Granville Ryrie, the High Commissioner, a letter entrusted to him by Mr. Scullin, the Prime Minister of Australia.

Early in the day he set out from Witney for Australia House on his travel-stained motor-cycle—the machine which had carried him 23,000 miles, through jungle and across desert. He was expecting to meet a pilot scout on the outskirts of London, but was disappointed, and had to travel on without a guide. He found London more bewildering than the Indian jungle, and quickly lost his way.

"This has been the worst experience of the whole trip," he said when he arrived.

Mr. Gill's trip began last May. "Perhaps the most thrilling part was when I encountered Bedouin in desert of Iraq," he stated. "They were armed and warlike, and tried to attack me, but I frightened them off by revving up the engine until it made a noise like machine-gun fire."

by drivers of slow-moving vehicles should largely be stamped out, thus removing, to a large extent, the temptation to pass on the near side—a policy which can be the cause of many accidents.

Not only should the patrol's attention be directed to the traffic stream along the roadways, but if the officers be fully experienced men (as there seems little reason to doubt that they will be) common sense will suggest the need for keeping a sharp lookout upon those who attempt to cross the traffic stream improperly, whether in a vehicle or on foot. It is the lateral movements of units in a traffic stream which give rise to accidents far more than forward progression.

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SHIPS COLLIDE.

ACCIDENT ON THE WEST RIVER.

NO CASUALTIES.

News reached Hong Kong to-day of a collision between two local river boats, the s.s. Yuet On and s.s. Tai Lee, at Mah Wing Bar, in the West River, a little over an hour's steaming from Wuchow. The collision occurred last evening, but neither ship, it is understood, suffered much damage, and both were able to proceed under their own steam. It was also learned that there was no casualty.

The s.s. Yuet On, 698 tons, was built by Ching Nga & Co., in Hong Kong, and was registered with Lloyds in 1926. Owned by the Fook Yuet S.S. Co., it is registered in Canton and flies the Chinese flag.

The s.s. Tai Lee, 1,044 tons, was formerly the Mita Maru. She was built in 1919 at the Kisagawa Ship-building Yard, Osaka, and is owned by the Ching Kee S.N. Co., Ltd. She also flies the Chinese flag, her port of registry being Chefoo.

JUVENILE COURTS.

HON. DR. KOTTEWALL'S MOTION ACCEPTED.

The Colonial Secretary replying to the Hon. Dr. Kottewall's motion at the Legislative Council this afternoon said:-

"The Government, Sir, is prepared to accept the motion now before the Council and to consider the appointment of a Committee to make detailed proposals on this subject. It should however be pointed out that the establishment of Juvenile Courts was one of the subjects of discussion at the recent Colonial Office Conference, and it is expected that a model Ordinance dealing with this question will shortly be circulated to this and other Colonies for the consideration of their legislatures. It would be advisable therefore to await the receipt of the expected communication from the Colonial Office before taking further action, and if Honourable Members agree this course will be adopted."

TEXTILE RIVALRY.

MOVE AGAINST UNFAIR COMPETITION.

PROTECTIVE ACTION.

London, Yesterday. A meeting called by the National Union of Manufacturers at Manchester to-day elected Sir Amos Nelson as chairman, also other officers, as the nucleus of the Textile Council, which will work with the object of securing protection for the Lancashire textile industry against unfair competition in the Home market.—Reuter.

AUSTRIAN ELECTION

TO TAKE PLACE IN NOVEMBER.

PARLIAMENT DISSOLVED.

Vienna, Yesterday. Parliament has dissolved and the elections will take place in November.—Reuter.

PRINCE GEORGE.

TO VISIT BRITISH TRADE EXHIBITION.

London, Yesterday. The News-Chronicle diarist states that Prince George will accompany the Prince of Wales on his visit to the British Trade Exhibition next Spring. The writer suggests that the tour is a preliminary step toward Prince George eventually being appointed a Governor-General of one of the Dominions after he has had an opportunity to gain experience in some less important office.—Reuter.

RUMANIA POLITICS.

IS A DICTATORSHIP THE BEST WAY OUT?

Political speculation is focused on peace just concluded between the two possible consequences of the Liberal Party and the National Peasants' Party in Rumania, after a long and bitter feud. While some observers incline to the view that the alliance between

SHOP BLAZE.

TENANTS OF ADJOINING FLATS ALARMED.

WOODEN STAIRCASE BURNED.

A Chinese fancy goods shop at 14, Bowring Street, ground floor, was destroyed by fire, which broke out in the early hours of this morning, and which, at one time, caused great anxiety to tenants in adjoining flats.

The building was a three storeyed one, and covered an area of about 15 feet by 35 feet.

Four appliances were sent to the fire, which was extinguished by the firemen after a scene of the fire, which was extinguished by the firemen after a scene of the fire, which was extinguished by the firemen after a scene of the fire.

A wooden staircase leading to the upper two floors was consumed, but, fortunately, the conflagration was not attended by any fatalities, nor was anybody injured.

The fire, which ended at about six o'clock, greatly damaged the shop and tenements adjacent.

BLACKMAILED.

PROFESSIONAL BEGGAR COMMITS SUICIDE.

London, August 31. A real life story recalling Sherlock Holmes's mystery of "The Man With the Twisted Lip," was revealed at the inquest, in Liverpool, on Gilbert Hanson, aged 36, who committed suicide, leaving a letter in which he confessed that he had been a professional beggar for ten years and was fully convinced that "begging as a profession cannot be beaten."

Hanson posed as a disabled ex-Serviceman, whereas he actually lost his leg when he was a small boy.

His wife, unaware that he was a beggar, believed he had a War pension.

Hanson drank a disinfectant. He said he was tired of being black-mailed by a woman and living among deceit and rogues.

the two parties is directed against King Carol's endeavours to establish a dictatorship, the usually well-informed newspaper, Cuvantul, reports that the leaders of the two parties even favour the idea of a dictatorship, which is held to be the only method for extricating the country from its economic and political difficulties.

AMUSEMENTS

AT THE QUEEN'S FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

Could Love Wipe Out The Shame of Her Past?

Could happiness result in the romance of this clean small-town youth and the queen of the side show? See this story of great loves and great sacrifice with its alluring carnival atmosphere and its thrillingly spectacular and smashing dramatic climax Directed by Lew Collins. Presented by CARL LAEMMLE.



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AT THE STAR TO-DAY TO SATURDAY At 2.30 & 9.20



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A Kiss in Jest...

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Fiddlers—Dances—Troupes Ned Joseph Jack Sparks—Cawthorn—Oakie in rapid-fire laughs

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